

Gal 6 H. e. Cal 5 H. e.
THE
NAVAL HISTORY

OF
GREAT BRITAIN;
INCLUDING THE
LIVES of the ADMIRALS,

AND OTHER
Illustrious Commanders and Navigators,
Who have contributed to spread the Fame, and increase the Power of the
BRITISH EMPIRE;

FROM THE
Earliest TIMES to the Rupture with SPAIN in 1779.

DESCRIBING THE
Origin and Progress of the British Power at Sea;—the Ex-
tension of Commerce;—Foreign Conquests;—and the
Establishment and Growth of the American Colonies:

TOGETHER WITH THE
NAVAL EXPEDITIONS AND SEA-FIGHTS

In every Period of the
ENGLISH HISTORY.

WITH A
Great Number of beautiful COPPER-PLATES and accurate MAPS.
Also, a copious and well-digested INDEX.

By FREDERIC HERVEY, Esq; and OTHERS.

*Nunc patimur longe pacis mala: seivior armis
Luxuria incubuit.*

JUVENAL.

IN FIVE VOLUMES.

The Second EDITION Corrected and very much Improved.

V O L. IV.

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P R E F A C E.

IN order to read the history of our own country to advantage, it is necessary to trace the variations which have taken place in its political system. In the reigns of the Tudors, (a memorable æra in English history, and not less important in the general history of Europe) the inherent constitutional rights of Englishmen were let at nought by regal power: the will of the reigning prince dictated law to both houses of Parliament, and the bold spirits of those times were compelled silently to brood over their wrongs. The first prince of the Stuart line, whilst he maintained the divine indefeasible right of kings, by acting beneath the dignity of a man, subverted the doctrine he so zealously inculcated. The plaything of profligate and profuse minions was held up to a restless and daring people, not long emancipated from papal thraldom, as the viceroy of heaven, though without dignity to awe, or bravery to animate, or virtues to endear; a prince who affecting to be a wit sunk into a punster, whose learning was pedantry, and whose life a blank.

His unfortunate son, with much more personal merit, was equally a stranger to the art of government. His own irresolution and duplicity co-operating with the religious and political enthusiasm of the times, subjected him to an unprecedented fate, which was followed by the most daring violences on the constitution. After a short suspension, regal power regained the ascendancy, but the prince who governed, had neither the wisdom nor the virtues which adorn a throne. To sell his country for foreign gold is treason in a subject, how much more atrocious is the crime in the prince? If the general sense of wrong which a degraded and abused people feel, was as stimulative as the phrenzy of demagogues and zealots, the second Charles would not have escaped the vengeance due to his crimes. The blind bigotry of his brother at length roused the most supine. The whole nation, as one man, was kindled into resentment. Never was opposition to a reigning prince more general, or less excited by a seditious spirit; it was cool, rational, and reluctant: it was the innate principle of self-love, which compelled even the adherents to the doctrine of passive-obedience to reject their political creed.

When hereditary right was rendered subservient to parliamentary appointment, the people became jealous of the smallest infringement of their natural rights, and keeping a watchful eye on the prerogatives of the crown, were anxious to reduce that ascendancy which it possessed. The sovereign then found it necessary

cessary to rule, by making concessions, and the royal prerogative soon appeared to be best supported by the nobility of the realm. Then it was that the body of the people took the alarm at a coalition of interests, which seemed to gain over the hereditary legislative body to the views of the sovereign. Those jealousies, which since the days of Henry VII. had been confined to monarchy, were now extended to the highest orders of men in the state. When the despotism of one man was abolished, not only by law but by custom, the fears of the people suggested to them, that they should now be enslaved by the authority of a powerful aristocracy. What the crown lost in nominal power it gained in substantial influence. As the constitution had vested in the king's ministers a right of nominating to all offices of the revenue as well as the state, every new impost became an accession of strength to the crown, which served to bind the great more closely to the interests of the reigning prince. The representatives of the people, also, like Persian devotees, by feeling the benign warmth of this political sun, were gradually led to worship and deify its splendor. The people at large obtained a right to clamour, and the crown gained a power to tax. The expences of government became enormous, but an account of the disbursements were annually made public, and the nation availed itself of its privilege to rail. At length, like a peevish child, it lulled itself asleep by its own wailings.

The present reign commenced with all the advantages which hereditary right had formerly conferred; the sovereign therefore was soon taught to view with disgust the ascendancy which a few great families had acquired, and to rescue the king from a state of pupillage was the first thing attempted. The consequences of this new system are too recent and too well known to be spoken of here.

In a course of time too, those party names which might owe their origin to some whimsical conceit, became the common appellatives for those different and distinct interests which arose in the nation. Toryism might be observed more generally to prevail among the landed interest in England; the consequences of a stretch of the royal prerogative being least alarming to such. The commercial interests of the kingdom, which rapidly advanced into importance, served to lay the foundation for the principles of whiggism. With commerce, arts and knowledge became generally diffused: those doctrines which had been implicitly believed through a long succession of ages, were at length examined freely and closely, and were either submitted to or exploded according to the rationality of the principles on which they were founded. These two interests, which spring from the very nature of the country, and the pursuits of the people, and which in their opposition tend to poise the constitution, and promote

P R E F A C E.

mote the opulence and dignity of the nation, have been unhappily drawn forth into all the bitterness of civil dissention, in order to establish an uniformity in religious opinions ! for though none but well disposed minds can feel the force of religious truth, yet every man with a heated imagination and strong passions and prepossessions, is capable of attaching himself zealously to an hierarchy or a sect. Thereby making religion, which is in itself pure and peaceable, the cause of strife, contention, and every evil work.

Another interest, which the craft of statesmen first created, and their venality has gradually strengthened, is what is called the monied interest, arising from a parliamentary debt. This modern refinement in politics, can only be practised to effect, in a government which possesses general confidence, founded on its inviolate faith and ample resources, but where practicable, its energy is astonishing, giving a degree of power and an ascendancy to a country which surpasses that derived from a larger population and more extended territory. A funded national debt is defensible on a variety of grounds. It attracts the wealth of foreigners to that state, and allures the monied men of every nation to settle in a country where they deposit their capital. By filling the coffers of the state, munificent rewards are held forth to stimulate the brave, the enterprising, and ingenious, to serve their country to the full extent of their powers. It gives an appearance of wealth and consequence to a nation beyond what it really possesses; for whilst the expences of government enrich individuals, the public creditor may maintain a style of living even beyond what the actual possession of his capital would enable him to do; for the rate of interest would greatly sink if no loans were made to the state. A national debt tends to multiply, to a prodigious degree, that class of citizens, who, though below splendour, are raised above want. True indeed, mankind, when not employed in active pursuits, generally sink into frivolous and useless habits, which render them no otherwise distinguishable than as consumers of the produce of the soil; but it is from their consumption that the state accounts, even these, useful subjects, and among this rank in society the human mind frequently receives its best cultivation: those men, who are neither engaged in manufactures, commerce nor tillage, are left at full leisure to cultivate the arts which delight, adorn, and invigorate life. A national debt likewise binds the wealthy part of the community to the reigning government, and gives it stability and firmness. These beneficial consequences unquestionably flow from government becoming indebted to the public, but the evil tendency of such means being resorted to for supplying the exigencies of the state, is no less conspicuous and influential. The immense wealth which is tendered to a minister, at the head of a govern-

government, in which an unbounded confidence is placed, prompts to profusion, and a wasteful distribution of the public money. It tends no less to involve a nation in foreign wars on slight and unwarrantable grounds; by which the borrowed capital is lavished away in subsidies to foreign princes, to support foreign mercenaries, or to maintain distant and exhausting wars. It oppresses the inferior orders of men in the nation with burthensome taxes, to discharge the accumulating interest: in this latter view, the science of finance is a refinement on political evil, and in its nature worse, although in its appearance better, than the arbitrary exactions of a tyrant. Farther, whenever the necessities of a state call for larger supplies than the surplus of unemployed wealth in the nation can furnish, then manufactures and commerce are essentially injured, and the very being of a commercial people is endangered, in which embarrassment the landed interest must participate. Another consequence is, that it destroys the morals of a people, by furnishing the means which enables the crafty to dupe the honest and unsuspecting, and holds out to mankind the prospect of acquiring wealth by a shorter road than industry, and the exercise of talents provide; but this last consideration the statesman is least of all disposed to attend to, and it is seen and felt without being regarded.

The debt contracted in the reign of king William was perhaps unavoidable; that in the reign of queen Ann was prodigally swelled; the increase which the funded interest received during Walpole's pacific administration caused that to become a disease which was before only a symptom; the vast augmentation which it received afterwards in the reign of George II. was much beyond what a well regulated state of finance would have required, but it procured to the country such power and dignity as spread a radiance over the dying head of that mild monarch. More recent times have subjected the kingdom to a larger share of incumbrance without the beneficial concomitants of former periods. Upon the whole, a politician freed from the influence of party-spirit, and taking a comprehensive view of the subject, will be ready to pronounce, that every national evil felt or feared, may be charged on a Walpole, a Hollis, or a North.

In fine, public credit, when used for beneficial purposes, in a discreet manner, is like the Nemean lion's skin, which supplied Hercules with his shield or covering, and defended him through all his labours; but when abused and misapplied, it is like the poisoned garment that polluted the heroes vitals, and precipitated his death.

J. P.

HACKNEY, Sept. 1783.

THE
NAVAL HISTORY
OF
GREAT BRITAIN.

B O O K VI.

The Naval and Commercial History of GREAT-BRITAIN, from the Accession of King GEORGE the Second, to the Peace of AIX-LA-CHAPELLE.

C H A P. I.

The Naval History of Great-Britain, to the breaking out of the War with Spain in 1739.

*Accession of George II.—Meeting of Parliament—Depredations of the Spaniards on the Southern coasts of America—Surrender of the Charter of Carolina to the Crown—Treaty of Seville, between England, France, Spain, and Holland—Parliamentary Regulations respecting the East-India and Royal African Companies—Treaty signed at Vienna, between the King of Great-Britain and the Emperor—
Death*

Death of the Duke of Parma—Abstract of the Navy of Great-Britain—Revival of the Salt Duties—Gainful Voyage made by the South-Sea Company's great Assiento Ship—Squadron employed to convoy Don Carlos to Naples—Ships fitted out against the Spanish Guarda Costas—Encroachments of the French on the back Settlements in North America—Act of Parliament laying Duties on Rum, Sugars, &c. imported into the British Plantations in America—Corporation established for the Relief of the Widows of Sea Officers—Excise Scheme projected by Sir Robert Walpole—Act permitting some of the Productions of North America to be imported into Ireland—First Settlement of the Colony of Georgia—Spanish Merchantmen taken at Campeachy—An English Trader taken by a Sallee Rover—Meeting of the New Parliament—Augmentation of the Sea and Land Forces—First Appearance of Mr. Pitt in Parliament—Treaty entered into by France, Spain, and Sardinia against the Emperor—Misunderstanding between the Courts of Madrid and Lisbon—Report made to the House of Peers of the State of the British Sugar Colonies—Exportation of Corn from England—Treaty of Navigation and Commerce between Great-Britain and Russia—Marriage of Frederic, Prince of Wales—Sir John Barnard's Scheme for reducing the National Debt—Death of Queen Caroline—Case of Captain Jenkins—The Princess of Wales delivered of a Son—Rear-Admiral Haddock sent with a Fleet into the Mediterranean—Debates in the House of Commons on the Convention with Spain—Address of the House of Lords thereon—Disagreement between the South-Sea Company and the Court of Madrid—Declaration of War against Spain.

MISCELLANEOUS OCCURRENCES RESPECTING THE STATE OF COMMERCE.

Iron Ore found in North America—British Plantation Rice supplants the Rice of Verona and Egypt—Broad Cloth shipped for the Levant—Supposed Gain to Great-Britain from her American Colonies—Exports of Great-Britain—State of the National Debt in 1731—The South-Sea Company's Greenland Trade closed—Number of Ships and Seamen

Seamen employed in the Merchants Service in the Port of London—Bounty given by Parliament to the Shipping employed in the Whale-Fishery—State of the Coinage—Increase of the French East-India Trade—Appropriation of the Estates of the Earl of Derwentwater and Charles Ratcliffe to Greenwich Hospital—Exportation of salted Provisions from Cork—Quantity of Linen manufactured in Scotland and imported into London—MEMOIRS OF GEORGE BYNG, LORD TORRINGTON.

ON the 14th day of June, 1727, an express arrived with an account of the late king's death; the new king immediately repaired to Leicester-house, where the members of the privy-council being assembled, they swore allegiance to king George II. The king declared his resolution to maintain the constitution in church and state, and to cultivate those alliances which his father had made on the continent. At the same time he took and subscribed the oath for the security of the church of Scotland, as required by the act of union. Next day he was proclaimed king of Great Britain. The parliament met on the 27th day of the same month. The great officers of state continued in their places: Sir Robert Walpole kept possession of the treasury; and the system of politics, which the late king established, underwent no sort of alteration. The commissioners for exercising the office of lord high-admiral, were the right honourable George, lord viscount Torrington, John Cockburn, Esq; Sir John Norris and Sir Charles Wager, Knights. Sir Thomas Littleton, bart. the right honourable Sir George Cholmondely, Knight of the Bath, commonly called lord viscount Malpas, and Samuel Molyneux, Esq;

The king in his speech to both houses at the opening of the session, expressed a fixed resolution to

merit the love and affection of his people, by securing to them the full enjoyment of their religious and civil rights. He promised to lessen the public expence, as soon as the circumstances of affairs would admit. On the 7th day of August, the parliament was dissolved, and writs issued for electing a new house of commons. The earl of Westmoreland was appointed first lord commissioner of trade and plantations; and Philip Dormer Stanhope, earl of Chesterfield, was nominated ambassador to the Hague. The duke of Devonshire was made president of the council, and the duke of St. Albans master of the horse. The ceremony of the coronation of the king and his consort queen Caroline, was performed on the 11th day of October at Westminster-Abbey, with the usual solemnities.

In the mean time Sir Charles Wager, with the fleet under his command in the Mediterranean, taking the opportunity of a cessation of arms before Gibraltar, sailed from that bay for Tangier, where coming to an anchor on the 7th of August, he obtained whatever he demanded of the dey, who entertained him and his principal officers a shore: Sir Charles weighing from thence on the thirty-first, at his return to Gibraltar bay, not only found the Spaniards resolved to continue the siege of that fortress, till a courier was returned from London; but contrary to the terms of a cessation of hostilities, were carrying plank and other materials for repairing the Thesse battery. On the 13th of September Sir Charles sent a letter by lord Forbes to the Conde de Montemar, complaining of these transactions; to which the conde only replied, that he would get the admiral's letter translated, and then he would answer it.

Sir George Walton, rear-admiral of the red, having joined Sir Charles on the 9th of October, with
four

four ships from England, was stationed by the admiral, with seven men of war off Cape St. Vincent, to wait the arrival of some Spanish ships expected from the West-Indies; while Sir Charles with ten more sailed for Gibraltar, where he anchored on November the 2d; and having ordered convoy for the outward bound Turkey men, then arrived in the channel of Malta, was joined by Sir George Walton on the 3d of December, without any success. On the 11th, the admiral received orders from the duke of Newcastle, to keep a good look out for the galleons, which were reported to be on their way home; admiral Hopson had instructions at the same time to sail to the West-Indies, and take the command of the squadron there. Upon this Sir Charles ordered ten ships to cruize off Cape St. Vincent, eight off Cape Sparte, and seven off Cape Finisterre.

The new parliament met on the 21st of January 1727-8, when the king, in his speech, demanded such supplies as might enable him to act vigorously in concert with the allies, provided his endeavours to establish an advantageous peace should miscarry; the apprehension of which was greatly strengthened by the dilatory conduct of the courts of Vienna and Madrid. The house of commons soon after voted fifteen thousand seamen for the ensuing year, and two hundred and five thousand five hundred and sixty-one pounds fourteen shillings and nine-pence for the ordinary of the navy.

On the twenty-ninth day of April, the commons resolved, that in order to the more regular and punctual payment of seamen's wages, a sum not exceeding five hundred thousand pounds, be granted his majesty, towards paying off such part of the debt of the navy as is due on the score of seamen's wages. And in May his majesty made the following alterations in the admiralty: appointing the right honourable George,

viscount Torrington, John Cockburne, Esq. Sir John Norris, and Sir Charles Wager, knights, Sir Thomas Littleton, bart. lord viscount Malpas, and Sir William Yonge, knight of the Bath, to be commissioners for executing the office of lord high admiral of Great Britain, Ireland, &c.

All the treaties and alliances which had been lately entered into, seemed no way productive of the general tranquillity expected from them. The Spaniards, who had never been thoroughly reconciled, still continued their depredations, and plundered the English merchants upon the southern coasts of America, as if they had been pirates. This was the reign of negotiations; and, from these alone, the ministry promised themselves and the nation redress. Still, however, the enemy went on to insult and seize, regardless of our vain expostulations. The British merchants complained by petition, of the losses which they had sustained by the Spanish depredations; and the house of commons deliberated upon this subject. They examined the evidence, and presented an address to his majesty. Though such transactions did not give the security that was expected from them, yet they, in some measure, put off the troubles of Europe for a time. An interval of peace succeeded, in which few events happened that deserve the remembrance of an historian; such intervals, are, however, the periods of happiness to a people; for history is too often but the register of human calamities*.

Notwithstanding the seeming pacific disposition of the court of Spain in Europe, and their engagements lately entered into, there was great reason to suspect, that their governors in the West Indies, had secret instructions to carry on a predatory war: so that no sooner were our men of war called off from action

* Goldsmith.

in those seas, than our merchants severely felt the effects of a perfidious treaty, and every ship from our colonies and islands, brought fresh subject of complaint, concerning their depredations on our trade, and their cruelties to our sailors. Also in Europe, from the lessening of our naval force in the Mediterranean, the Salle rovers were encouraged to infest our navigation in the Streights and western Ocean. Upon all this the parliament, which met on the 21st of January 1728-9, agreed to employ fifteen thousand seamen, at four pounds a man per month, for thirteen months, for the current year, and also voted two hundred and six thousand and twenty-five pounds for the ordinary of the navy during the same time.

On the 14th day of March, the house of commons having previously examined accounts of the Spanish depredations, and called for several papers relating thereto, came to the following resolution: that ever since the peace of Utrecht, concluded in 1713, to this time, the British trade and navigation to and from the several colonies in America, had been greatly interrupted by the continual depredations of the Spaniards, who had seized very valuable effects, and unjustly taken and made prize of great numbers of British ships and vessels in those parts, to the great loss and damage of the subjects of this kingdom, and in manifest violation of the treaties subsisting between the two crowns. In consequence of which resolution, it was further unanimously resolved, that an humble address be presented to his majesty, to desire he would be graciously pleased to use his utmost endeavours to prevent such depredations, to procure just and reasonable satisfaction for the losses sustained; and to secure to his subjects the free exercise of commerce and navigation, to and from the British colonies in America. In answer to which, his majesty was graciously

ciously pleased to promise his best endeavours to procure their desires. In pursuance of several other papers called for, and farther resolutions take thereupon, a second address followed, much to the same purpose. The consequence of all which was, an order on the 25th of May, for putting thirty-three ships, including guardships, in commission, to these was joined a Dutch squadron.

Towards the close of the reign of king George the First, the colonies of South and North Carolina were attacked by several bands of Savages, who were driven to despair by a continued course of the most atrocious insolence and injustice. These inroads the inhabitants were unable to make effectual head against, even with all the assistance they could procure from neighbouring colonies; and the lords proprietors being unwilling to take upon themselves the expence of this Indian war, the deputies of those colonies humbly besought the king to take them under his protection. Whereupon the duke of Beauford, the lord Craven, Sir John Colleton, James Bertie, Esq; Mary Dawson and Elizabeth Moore, being the representatives of the original proprietors of seven eighth parts of these two provinces, either in their own right or in trust, declaring by petition to his majesty, their willingness to surrender their charters to the crown for a valuable consideration; an act of parliament passed in the second year of king George II. for establishing an agreement with seven of the lords proprietors of Carolina, for the surrender of their title and interest in that province to his majesty, in consideration of the sum of seventeen thousand five hundred pounds (being two thousand five hundred pounds for each seventh part) and five thousand pounds more for the arrears of quit-rents, &c. due to them. Thus, for so small a sum as twenty-two thousand five hundred pounds, were
seven

seven eighth parts of those fine provinces made regal governments, from and after the 1st day of June, 1729. As the lord Carteret (since earl of Granville) chose to retain the other remaining eighth part of Carolina in his own right, a clause was inserted in the act, securing to his lordship and his heirs for ever, an eighth share of the provinces, and a like share in all arrears of quit-rents. Notwithstanding which, the government of the whole was thereby made entirely regal: and in this regal state, Carolina, under two separate governors, councils and assemblies, hath amazingly flourished and increased in agriculture, trade and commerce, having extended its plantations farther back or westward. Sufficient supplies and relief having been sent from England, the Indians were all conquered and put to the sword; so that from this period, the prosperity of this great province is to be dated. Rice, which was cultivated here to great advantage, found a ready market in Spain and Portugal; but the restrictions by which the colonies were compelled to send their cargoes to the Mother Country, from whence they were again shipped to their destined ports, being found to clog that trade with heavy charges, which it was little capable of bearing, the parliament next year, 1730, passed an act, by which they were allowed to export their grain directly into the Mediterranean, or any where to the south-eastward of Cape Finisterre.

The treaty of Seville was concluded in November 1729, between Great Britain, France and Spain, by which it was agreed, that their Britannic and Catholic majesties should appoint commissaries within the space of four months, to settle every point in dispute between the two crowns, respecting ships and effects taken at sea, and all abuses in commerce as well in Europe as in America. Three years were allowed the commissioners to adjust these matters.

The

The States-general of the United Provinces were invited to accede to this treaty, which they soon after did. By two separate articles, it was expressly stipulated, for the greater exactness, that the treaties of peace and commerce at Utrecht, between Great Britain and Spain, in which are comprised the former treaty of 1667, as also the assiento contract of 1713, and its farther explanation in the year 1716, should, from the day of its execution even whilst the commissioners were sitting, remain in full force. For this end, the Catholic king engaged to dispatch his cédulas to his viceroys, &c. in America, as well as in Europe, as did also his Britannic majesty to his governors, &c. for the release of all ships and merchandize, particularly the South Sea Company's ship, *Prince Frederic*, and her cargo, which the Spaniards had detained, was agreed to be restored.

In the year 1730, the legislature passed an act for reducing the annuity or fund of the East-India Company, and for ascertaining their right of trade to the East-Indies, and for the continuance of their corporation for that purpose, upon the terms therein mentioned. Thereby it was enacted, that their present yearly fund of one hundred and sixty thousand pounds should be reduced to one hundred and twenty-eight thousand pounds, or from five to four per cent. from Michaelmas 1730; in consideration whereof, and of two hundred thousand pounds, to be paid by them for the public service, all their exclusive privileges of trade to the East-Indies were continued and prolonged from Lady-day 1736 to Lady-day 1766, and three years notice was then to be given, in case the exclusive trade was at that time to determine. So that on the whole, thirty-three years were added to the charter which they then held, and of which, six years were then unexpired. If after notice duly given, repay-

repayment was made of their entire capital of three millions two hundred thousand pounds, their exclusive privileges of trade shall then cease and determine. Yet the company was then permitted to continue as a corporation for ever, and to enjoy the East India trade in common with all other subjects. Farther, the company at any time, on one year's notice, after Lady-day, 1736, might be paid off their whole capital, by any payments not less than five hundred thousand pounds at a time : and so on from time to time, upon such yearly notices by parliament. The company were by this act, debarred from possessing in Great Britain lands or tenements, exceeding ten thousand pounds yearly rent.

The royal African company being in a very declining state, so as not to be able to support their forts and factories on the coast of Africa, and the trade being thereby laid open, so as to endanger them, the sum of ten thousand pounds was granted by parliament for that purpose, by an act for raising five hundred and fifty thousand pounds by Exchequer bills : and the like sum continued to be annually granted until the year 1744. when it was found necessary to grant twenty thousand pounds, in consequence of the war which then subsisted between France and Spain.

About this time advice was received from Charlestown in South Carolina, that one of the Spanish guarda costas meeting with the Dursley galley man of war, and taking her for a merchant ship, bore down and poured a broadside into her, but was taken, after having five or six men killed, and about twenty wounded, without the loss of one man in the Dursley. However, as an instance of our dealing more favourably with the Spaniards, than they had done with us, she was soon after released ; as was also a Spanish advice boat, which had been taken and carried into Jamaica.

The confederate fleet of the English and Dutch at Spithead, raised expectations in the public, who now imagined that some bold stroke was intended in favour of our merchants. But after spending above three months in a pompous parade, the Dutch sailed homewards; and on the 16th of October*, twelve of our largest ships were ordered to be laid up, viz. the Cornwall, Nassau, Grafton, Burford, and Sunderland, at Chatham; and the Princess Amelia Berwick, Monmouth, Kent, Royal Oak, Kingston, and Falkland, at Portsmouth. This fleet however, it is generally thought, accelerated the signing of the convention, and also the dispatching those orders which were carried to Cuba, to the new governor of that island, by virtue of which, he imprisoned his predecessor, and even laid him in irons, at the same time declaring, that his instructions were to live in amity with the English. But all this, as appeared by the consequences, proved no more than grimace; for the guarda costas continued their former depredations.

On the 7th of May, 1730, the king prorogued the parliament; on which occasion he acquainted them in his speech, that all apprehensions of war were now happily removed, by a treaty signed at Vienna between him and the emperor. He said, it was communicated to the courts of France and Spain, as parties to the treaty of Seville, the execution of which it principally regarded; and that it was likewise submitted to the consideration of the States-general. He observed, that the conditions and engagements into which he had entered on this occasion, were agreeable to that necessary concern which the British nation must always have for the security and preservation of the balance of power in Europe: that this happy union duly improved, with a just regard to former alliances, yielded a favourable prospect of seeing the public tranquillity re-established.

* 1730.

Notwithstanding these agreeable expectations, not many months after, fresh troubles and commotions seemed to threaten Europe, from the death of the duke of Parma, who in his will declared that his duchess was three months advanced in her pregnancy; but in case no heir to his dukedom should thereby arise, he bequeathed it to the infant don Carlos, youngest son to Philip V. of Spain. No sooner had death closed the eyes of this prince, than a body of Imperial troops took possession both of Parma and Placentia, with a declared purpose to secure them for Don Carlos, in case the duchess-dowager should not be delivered of a prince. This hostile interposition threatened to bring on a war: but the king of Great Britain and the States-general preferring negotiation to force of arms, at length prevailed on the court of Vienna to evacuate those territories; whereupon a treaty was concluded at Vienna between the king of Great Britain and the emperor. Hereby the emperor agreed, that the Ostend company, which had been viewed with a jealous eye by the maritime powers, should be entirely annulled, on condition that the parties which executed the treaty of Seville, should guaranty the pragmatic sanction, or succession of the Austrian hereditary dominions to the heirs female of the emperor, in case he should die without male issue. This treaty was confirmed by a succeeding one, which was signed at Vienna between the emperor, the king of Great Britain, and the king of Spain. In August, a treaty of union and defensive alliance between the electorate of Saxony and Hanover was executed at Dresden. The court of Spain expressing some doubts with regard to the pregnancy of the duchess of Parma, she underwent a formal examination by five midwives of different nations, in presence of the late duke's mother, several ladies of quality, three physicians and a surgeon: the midwives declared

the duchess with child: nevertheless, after having kept all Europe in suspense for six months, she owned she had been deceived.

By a list of the ships and vessels which composed the royal navy, with their rates, tonnage, and respective compliment of men and guns, which was made up by authority, it appears that the abstract was as follows :

			Highest	Lowest		
Rates.	No.	Tonnage.	Complement of Men.		Cannon	Swi. G. Mor.
1	7	12953	5460	4760	700	
2	13	20131	8840	7605	1170	
3	{ 16	21166	8320	7040	1280	
	{ 24	26887	10560	9120	1680	
4	{ 24	22829	8760	7680	1440	
	{ 40	29086	11200	9600	2000	
5	{ 24	13890	4800	4320	960	
	{ 1	421	155	135	30	
6	{ 1	420	140	130	22	
	{ 28	10250	3580	3320	560	
Fire-ships	3	1057	155		24	
Bombs	3	780	120		16	16
Store-ship	1	547	90		20	
Sloops	13	1516	990		78	78
Yachts	7	1119	260		64	
Ditto small	5	267	29		26	6
Hoys	11	1114	87		12	2
Smacks	2	77	4			
Long-Boat	1	27	2			
Buoy-Boat	1	13				
Lig- ters	4	288	3			
Hulks	9	7664	159			
Total	238	172502	63714	52710	10082	102 5

No motion in parliament, during the year 1731, produced so warm a contest, as that made by Sir Robert Walpole, that the duties upon salt, which about two years before had been abolished, should now be revived, and granted for three years; though, to sweeten this proposal, he declared that the land-tax for

for the ensuing year shall be reduced to one shilling in the pound. All the members of the country party were immediately in commotion. They affirmed, that the revival of this tax would be grinding the faces of the poor, in order to ease a few rich men of the landed interest : that the prices of all necessaries being thus enhanced, the wages of the tradesmen and manufacturer must be encreased; and where these are high, our manufactures would be under-sold by those of cheaper countries: they alleged, that the salt-tax particularly affected the poor, who could not afford to eat fresh provisions; and as it formerly occasioned murmurs among the lower class of people, the revival of it would, in all probability, exasperate them into open sedition. These and many other objections Walpole endeavoured to obviate in a long speech, which was minutely answered by Mr. Pulteney; yet the question being put, the minister's motion was carried in the affirmative; but before the bill passed, several motions were made, and additional clauses proposed by the members in the opposition; new debates were raised on every new objection, and the courtiers were obliged to dispute their ground by inches; but they at last carried their point, and the salt-duty was revived.

In this same year the South-Sea Company's great assiento ship, the Royal Caroline, arrived in ten weeks from Porto Bello, her lading being immensely rich. She sailed from England ten months before, with, perhaps, the richest outward bound cargo of any ship that ever sailed from hence. Many have considered this voyage as the only gainful one which the company ever made to the West-Indies*.

The grand duke of Tuscany, having acceded to the last treaty of Vienna, the crown of Great Britain engaged to equip an armament that should convoy

* Anderson on Commerce, Vol. II. p. 334.

Don Carlos to his new dominions. Accordingly Sir Charles Wager sailed with a strong squadron from Portsmouth, on the 14th day of July*; having been appointed admiral of the blue, he hoisted his flag on board the *Namur*. On the 1st day of August, he arrived in the bay of Cadiz, and setting out by land from Port St. Mary, he reached Seville on the 6th, where he had an audience of their Catholic majesties, and was very graciously received. The king of Spain on this occasion presented the admiral with his picture set in diamonds, worth five thousand pounds. He was accompanied to this audience by Mr. Keene, the British envoy, and attended by several gentlemen who came with him from on board the squadron, and by all the British merchants who resided at Seville. On the 16th he sailed from Cadiz, and the next day arrived at Gibraltar; here he continued five days, and took some troops on board; from whence he proceeded to Barcelona, where he arrived on the 2d day of September. Here he was joined by a Spanish fleet and transports, the whole of which sailed together to Leghorn, and arrived there the 15th of October, O. S. On the 26th day of the same month, Sir Charles Wager set sail on his return to England with the whole British fleet.

Notwithstanding this apparent amity between the courts of London and Madrid, advices from the West-Indies were full of accounts of the insults and cruelties committed by the Spaniards on the English in those parts. The treatment of Robert Jenkins, master of the *Rebecca*, whose ear they cut off, was attended with circumstances highly aggravating. After they had thus maimed him, they gave him back his ear, telling him to carry that present home to his master, the king of Great Britain.

In November this same year, four twenty gun ships, and two small sloops were put into commission,

* 1731.

and

and ordered to be sheathed for the West-India service; and in January following, were added two more twenty gun ships, in order to cruize against the guarda costas, who still continued their depredations. Upon receiving intelligence of these preparations in England, the Spanish ministry pretended to put a stop to those hostilities, by transmitting a schedule from their king, by the hands of Mr. Keene the British minister at Madrid to London, in order to be dispatched to rear-admiral Stewart, who was to communicate the same to the Spanish governors. But as this schedule excepted from any benefit of it, all who carried on an illicit trade, and did not determine what was comprehended under the term illicit, this vague order produced no good effect; but the Spanish piracies under the king's commission rather increased.

Whilst the trade in the West-Indies was thus annoyed by the Spaniards, the French were no less forward to make encroachments on the back settlements in North America; they had before fortified the pass of Niagara, in the Iroquois country, and in the year 1731 they went so far as to erect a fort at Crown Point, in the centre of the five nations, and within the undoubted limits of New York colony; much about the same time they erected a strong fort, which they named Ticonderoga.

The merchants trading to the British sugar colonies, and the planters residing there, petitioned the house of commons, complaining that the British continental colonies of New England, Rhode Island, New York, Pennsylvania, and the Jerseys, carried on a trade with the foreign colonies of the French and Dutch, from whence they were supplied with sugar, rum, molasses, &c. instead of those of our own sugar islands, as well as with foreign European goods and manufactures, contrary to the intention of the laws in being, and of the treaty with France made in the year 1686. A
com-

committee was appointed to enquire into the merits of the plea, and to hear the objections which the northern colonies brought against it; upon whose report a bill was brought in, and passed the house of commons, entitled, "An act for the better securing and encouraging the trade of his majesty's sugar colonies;" but it was thrown out by the lords. In the next session this warm contest was terminated by laying duties on all rum, molasses and sugar, imported into any of the British plantations in America from foreign sugar colonies: and totally prohibiting them in Ireland, and allowing a bounty on all sugars exported from Great Britain, on which the duties have been paid.

The year 1732 was entirely barren of naval events, towards the close of it his majesty granted a commission to the lords of the admiralty, to erect a corporation for the relief of poor widows of sea officers; to consist of the lords of the admiralty, and the commissions of the navy and victualling for the time being, and a certain number of the eldest captains and lieutenants in the navy. The terms of admission for partaking of the benefits of this institution were, that each member, who must be an officer in the navy, allow three pence in the pound per annum out of his pay. Hereby an admiral's widow became entitled to fifty pounds a year for life; a captain's, forty; a lieutenant's, thirty; other officer's widows twenty pounds each. The chest at Chatham to be taken into this corporation, and the money raised to be put out to interest.

The following gentlemen were appointed to settle the corporation: lord Torrington first lord commissioner of the admiralty, president; Sir Charles Wager and lord Arch. Hamilton, governors; Sir George Saunders and Thomas Pearce, Esq; commissioners of the navy, assistants; lord Vere Beauclerc, Sir John Jennings,

Jennings, Sir John Norris, Sir George Walton, Knts. Philip Cavendish, Esq. John Balchin, Esq. Charles Stuart, Esq. James Mighells, Esq. Sir Stafford Fairbairn, Knt. admirals; took the oaths at Westminster, pursuant to an act of parliament; five whereof to be a quorum* †.

When the house of commons met, Sir Wilfred Lawson having made a motion for an address to the king, to know what satisfaction had been made by Spain for the depredations committed on the British merchants, it was, after a violent debate approved, and the address presented. The king in answer, informed the house, that "the meeting of the commissioners of the two crowns had been so long delayed by unforeseen accidents, that the conferences were not opened till the latter end of the preceding February, and that as the courts of London and Madrid had agreed, that the term of three years stipulated for finishing the commission, should be computed from their first meeting, a perfect account of their proceedings could not as yet be laid before them."

The session of parliament which begun on the 16th of January 1732-3, was distinguished by an important affair, which threw not only the house of commons, but the whole nation, into a flame. This was the excise bill, which Sir Robert Walpole introduced into the house, by first declaiming against the frauds practised by the factors of London, who were employed by the American planters, in selling their

* A few months after this fund was established, lieutenant George Crowe resigned his half pay, amounting to forty-five pounds twelve shillings and six-pence per annum, to the lords of the admiralty for the use of this corporation, he having a competency to live on. An instance of generosity that well deserves to be recorded!—*Gentleman's Magazine* March, 1733.

† In October 1732, an engine for tacking a large ship in a calm, was tried on board one of the East-India Company's ships, and found of such use, as to bring a broad-side to bear upon an enemy, almost as soon as when under a gale.

tobacco. To prevent these frauds, he proposed to join the laws of excise to those of the customs, that the farther sum of three farthings per pound charged upon imported tobacco, should be still levied at the custom-house, and that it should be then lodged in warehouses appointed by the commissioners of excise. That the keeper of each warehouse should have one lock and key, and the merchant-importer another; and that the tobacco should be thus secured, till the merchant should find vend for it, either by exportation or home-consumption: the part assigned for exportation should be weighed at the custom-house, discharged of the three farthings per pound, which had been paid at its first importation, and then exported, without farther trouble: that what was destined for home consumption, should, in the presence of the warehouse-keeper, be delivered to the purchaser, upon his paying the inland duty of four-pence per pound; by which means the merchant would be eased of the inconvenience of paying the duty upon importation, or of granting bonds, and finding sureties for the payment, before he had found a market for his commodity: that all penalties and forfeitures, so far as they formerly belonged to the crown, should, for the future, be applied to the use of the public: that appeals in this, as well as in all other cases relating to the excise, should be heard and determined by two or three of the judges, to be nominated by his majesty; and in the country, by the judge of assize, upon the next circuit, who should hear and determine such appeals in the most summary manner, without the formality of proceedings in courts of law or equity.

This was the substance of the famous excise scheme, in favour of which Sir Robert Walpole moved, that the duties and subsidies on tobacco, should, from and after

after the twenty-fourth of January, cease and determine. The debate which ensued was maintained by all the able speakers on both sides of the question. Sir Robert Walpole was answered by Mr. Perry, member for the city of London. Sir Paul Methuen joined in the opposition. Sir John Barnard, another representative of London, distinguished himself in the same cause. He was supported by Mr. Pulteney, Sir William Wyndham, and others. Those who opposed the scheme asserted, that it would involve the factors in such hardships, that they would not be able to continue the trade: that it would be dangerous to the liberties of the subject, as it tended to promote a general excise: that it would produce an additional swarm of excise officers and warehouse-keepers, appointed and paid by the treasury; and by multiplying the dependents of the crown, enable it still farther to influence the freedom of elections; and that traders would become slaves to excisemen and warehouse-keepers. After a long and warm debate, the motion was carried by a majority of sixty-one voices; and a bill was ordered to be brought in accordingly. This was done on the fourth of April, when it was read the first time, and ordered to be read a second on the eleventh; but the alarm was now spread to the most distant parts of the nation; the cry was, "Liberty, property, and no excise!" and on the tenth of April the sheriffs, aldermen, and commons of London, in a procession of two hundred coaches, attended by great crowds on foot, went to Westminster-hall with a petition, humbly praying to be heard by council against the bill: but this was carried in the negative by so small a majority as seventeen. The next day petitions came from Coventry and Nottingham against the bill which were ordered to lie upon the table. Mean while the populace blocked up all the avenues to the house of com-

mons, insulted those members who had voted for the ministry on this occasion; and Sir Robert began to be in fear of his life. He therefore thought proper to drop the design, by moving, that the second reading of the bill should be postponed till the 12th of June. The miscarriage of this bill occasioned the greatest joy and satisfaction, and was celebrated with public rejoicings in London, Westminster, and some of the principal towns in the kingdom; and in the capital, Sir Robert was burned in effigy.

A law had been made in the reign of king William III. prohibiting the landing of any goods in Ireland, of the growth or product of the English American plantations, unless they shall have been first landed in England, and have paid the duties there; which law being confined to extend to all manner of American merchandize, as well unenumerated as enumerated, an act was now passed, for importing from the said plantations directly into Ireland, goods not enumerated in any act of parliament, provided they were brought in British ships, and navigated in conformity to the navigation acts. Hereby Ireland was put upon a footing with foreign countries, in respect to such unenumerated goods. The enumerated commodities at this time were, sugars, tobacco, cotton-wool, indico, ginger, dyeing-woods, molosses, rice, furs, copper-ore, pitch, tar, turpentine, masts, yards, and bowsprits, imported from, and the growth and product of, the British American plantations, all which must first be landed in Great Britain, except the rice of Carolina.

At this time a design was formed by a number of gentlemen of distinction and worth, to establish a colony in North America, upon the most public-spirited and disinterested plan. This was such an instance of true patriotism, generosity, and goodness, as can scarcely be paralleled. Hitherto all our Ame-

rican

rican colonies were professedly planted for the immediate benefit of the undertakers; but this was solely for a national and charitable purpose, without any other benefit to the undertakers than what results from the pleasure of doing good. Most of them were members of parliament, who having lately had occasion to observe the misery of the prisoners confined in our goals for debt, were moved to commiserate such unhappy objects, and to attempt to settle them in some new colony on the American continent, where those who were now a burden and disgrace, might become a national benefit. As a great part of the charter-limits of Carolina yet remained unplanted southward, adjoining to Florida, it became highly the interest of Great Britain to occupy and plant these wastes as soon as possible, lest either the Spaniards from Florida or the French behind it, from their usurpations upon the Mississippi should seize on and plant what they found unoccupied. The French were more particularly interested in taking such a step, as they were quite destitute of all footing on the eastern shores of North America; but if they could gain such a settlement, the communication with their sugar islands would be greatly facilitated.

To this association a perpetual charter was granted, by which the king empowered twenty-one gentlemen by name, and such others as they should, from time to time, elect into their body, to be trustees for establishing the colony therein named Georgia, in America, extending about one hundred miles along the sea-coast, and lying between the most eastern stream of the river Savannah, and the most southern stream of the river Alatomaha; and extending westward from the heads of those rivers in direct lines to the South Sea; together with the islands within twenty leagues of the sea-coast. The trustees were hereby empowered to receive and manage the contributions
of

of all persons and corporations inclined to give money for the transporting of people to, and settling them in the country. This corporation was made legally capable in law to purchase and hold lands, &c. in Great Britain, to the value of one thousand pounds annually, and in America to an unlimited value, for the same charitable purpose. Their common council was to consist of fifteen persons, with power to make them up twenty-four, which was afterwards done. An annual quit-rent of four shillings for every hundred acres of land, which these trustees should grant to any planter, was reserved to the crown; but not to commence until the expiration of ten years after the date of such grant. This new province was to remain for ever an independent colony, except that the government of its militia was vested in the governor of South Carolina; but the government of the colony, in other respects, was committed to the trustees for twenty-one years, after which term it vested in the crown. Liberty of conscience, and freedom of worship, was allowed to all its inhabitants, papists alone excepted. Not more than five hundred acres of land were allowed to be possessed by one person; and no trustee was suffered to hold lands or office in Georgia.

General Oglethorpe, a man who had distinguished himself in the house of commons by his taste for great designs, by his zeal for his country, and his passion for glory, was fixed upon to direct these public finances, and to carry into execution so excellent a project. Desirous of maintaining the reputation he had acquired, he chose to conduct in person the first colonists that were sent to Georgia; where he arrived in January 1732-3, and fixed his people on a spot ten miles distant from the sea, in an agreeable and fertile plain on the banks of the Savannah*. This rising settlement was called Savannah, from the name of the

* This public spirited gentleman is still living, (1783) and enjoys an uncommon share of health and cheerfulness, with intellects no ways impaired.

river;

river; and inconsiderable as it was in its infant state, was, however, to become the capital of a flourishing colony. It consisted at first of no more than one hundred persons, but before the end of the year the number was increased to six hundred and eighteen; of whom one hundred and twenty-seven had emigrated at their own expence. Three hundred men, and one hundred and thirteen women, one hundred and two lads, and eighty-three girls, formed the beginning of this new population, and the hopes of a numerous posterity. At the southern extremity of the province the town of Frederica was afterwards built; Fort Augusta was erected for the protection of the Indian trade, situated 240 miles west from the sea, up the river Savannah. For the production of silk, for which the climate was deemed peculiarly favourable, a common nursery garden was laid out, and planted with white mulberry trees. Foreign vine-dressers were procured for improving the native vines, which there abound, and, encircling the tallest trees, bear small grapes. Several sorts of vines were likewise sent from Europe; as also some Piedmontese, skilled in the winding of silk, and tending the silk-worms.

This settlement was increased in 1735 by the arrival of some Scotch highlanders. Their national courage induced them to accept an establishment offered them upon the borders of the Alatomaha, to defend the colony, if necessary, against the attacks of the neighbouring Spaniards. Here they built the towns of Darien and Frederica before named, and several of their countrymen came over to settle among them.

In the same year, a great number of protestants, driven out of Saltzburg by a fanatical priest, embarked for Georgia to enjoy peace and liberty of conscience. At first they settled on a spot just above that of the infant colony; but they afterwards chose to be at a greater distance, and to go as far down

as the mouth of the Savannah, where they built a town called Ebenezer.

Some Switzers followed the example of these wise Saltzburghers, though they had not, like them, been persecuted. They also settled on the banks of the Savannah; but at the distance of four and thirty miles from the Germans. Their colony, consisting of a hundred habitations, was named Purysburgh, from Pury their founder, who having been at the expence of their settlement, was deservedly chosen their chief, in testimony of their gratitude to him.

The nation expected from a concurrence of so many favourable circumstances, that the infant colony of Georgia would soon flourish, and become respectable; but two causes concurred to disappoint those expectations, each of which sprang from those principles of philanthrophy which influenced the legislative trustees. As great inconveniencies had been found to arise in other colonies from large possessions, it was thought proper in Georgia to allow each family only fifty acres of land; which they were not permitted to mortgage, or even to dispose of by will to their female issue. This last regulation of making only the male issue capable of inheritance, was soon abolished; but there still remained too many obstacles to excite a spirit of emulation. It seldom happens, that a man resolves to leave his country but upon the prospect of some great advantage that works strongly upon his imagination. All limits, therefore, prescribed to his industry, are so many checks which prevent him from engaging in any project. The boundaries assigned to every plantation must necessarily have produced this bad effect.

The prosperity of this colony was yet farther retarded by the exclusion of negro slaves, which may be called an ill-judged, though well-meant, Utopian scheme. As Carolina and some other colonies had been

been established without their assistance, it was thought that a country destined to be the bulwark of those American possessions ought not to be peopled by a set of slaves, who could not be in the least interested in the defence of their oppressors. But it was not at the same time foreseen, that colonists, who were less favoured by their Mother Country than their neighbours; who were situated, in a country less susceptible of tillage; and in a hotter climate; would want strength and spirit to undertake a cultivation that required greater encouragement.

The indolence which so many obstacles gave rise to, found a farther excuse, in another prohibition that had been imposed. The disturbances produced by the use of spirituous liquors over all the continent of North America, induced the founders of Georgia to forbid the importation of rum. This prohibition, though well intended, deprived the colonists of the only liquor that could correct the bad qualities of the waters of the country, which were generally unwholesome; and of the only means they had to restore the waste of strength and spirits that must be the consequence of incessant labour. Besides this, it prevented their commerce with the Antilles, as they could not go thither to barter their wood, corn and cattle, that ought to have been their most valuable commodities, for the rum of those islands.

The Mother-country at length, perceived how much these defects in the political regulations and institutions had prevented the increase of the colony, and freed them from the restraints with which they were clogged. The government in Georgia was settled upon the same plan as that which had rendered Carolina so flourishing; and instead of being dependent on a few individuals, became one of the national possessions.

While this beneficial project of colonization was

carrying on at home, the Deal-Castle man of war, captain Aubin, took a Spanish merchantman near Campeachy by way of reprisals, and carried her into South Carolina. On the other hand, in October, a Sallée cruizer of eighteen guns, and one hundred and forty men, took and carried into that port, an English ship of one hundred and eighty tons and ten guns, called the Eagle. John Chilly commander, richly laden with cloth, fine linen and spices, having on board sixty-six Portuguese passengers, besides fourteen English. Upon intelligence of this capture, the English consul at Tetuan set out immediately for Mequinez, to solicit her release; but with so little success, that a Jewish Rabbi well skilled in the language, whom he took with him as his interpreter, labouring hard with the emperor to obtain it, was ordered to be burnt alive, and the consul obliged to return without receiving any satisfaction.

In the month of January 1732-3, died the right honourable George Byng, lord viscount Torrington, admiral and commander in chief of his majesty's fleet, and first lord commissioner of the admiralty, upon which the right honourable Sir Charles Wager, was appointed first lord commissioner in his room, and made one of his majesty's most honourable privy council: and not long after, Sir John Jennings was made rear-admiral of Great Britain.

The mal-treatment of the consul at Sallée, and detention of the ship above-mentioned, produced an order for three English frigates*, of twenty guns each, to sail to Barbary and demand her releasement and farther satisfaction; but it was a considerable time before a stop could be put to their piracies, as will appear in the sequel. In nine days after their weigh-

* They were the Greyhound, Captain Cornwall, commodore; the Dursley galley, Captain Smith, and the Rose, Captain Windham.

ing from Portsmouth, they arrived at Tetuan, viz. on the twelfth of March, when the bashaw sent a messenger to Mequinez, to endeavour the procuring satisfaction; but the great obstacle was the number of Portuguese found on board, who being made slaves, the emperor would by no means hear of releasing them. Upon this, these frigates took their station off that port, and, with some Dutch men of war, blocked it up, so that none of their rovers dared venture out to sea. But notwithstanding this precaution, a row boat from Tetuan, found means to get out of the harbour and take the John of London, William Matthews master, loaded with pipe-staves, &c. from Amsterdam for Malaga. Besides this, they took ten other vessels during this and the following year, which they carried into their ports, and made the unfortunate companies of them slaves in Barbary.

It will be proper here to speak of the bravery of captain David Fullerton, commander of an English merchantman, who in his passage from the streights, being met by a Saltee rover was obliged to bring to. The Saltee man sent his boat on board with twenty men, in order to seize the prize. But captain Fullerton observing the number, bravely resolved, with his fourteen men, to attack and make himself master of them, as soon as they came on board. This they executed with undaunted courage, and the Moors judging by their resolution that they had a greater number of hands on board, threw down their arms and surrendered. Upon this, captain Fullerton crowded all his sail, got clear of the rover, and brought his prisoners to Middleburg in Zealand.

On the 14th day of January, 1733-4, the new parliament met at Westminster, when Mr. Onslow was re-elected speaker. The king in his speech at the opening of the session, informed his parliament that he had concerted with the States-general of the Uni-

ted Provinces, such measures as were thought most adviseable for their common safety, and for restoring the peace of Europe. [These commotions had been excited by the death of the king of Poland, and two candidates offering themselves as successors to that crown.] That they had considered on one side, the pressing applications made by the Imperial court both in England and Holland, for obtaining succours against the powers at war with the house of Austria; and on the other side, the repeated professions made by the allies, of their sincere disposition, to put an end to the present troubles upon honourable and solid terms: that he and the States-general had concurred in a resolution to employ their joint and earnest instances to bring matters to a speedy and happy accommodation: that their good offices were at length accepted; and in a short time a plan would be offered to the consideration of all parties engaged in the war, as a basis for a general negociation for peace. He told them he had exercised the power vested in him by the last parliament, with great moderation; and had concluded a treaty with the crown of Denmark, of great importance in the present conjuncture. He observed, that whilst many of the principal powers of Europe were actually engaged in a war, Great Britain must be more or less affected in the consequences; and as the best concerted measures are liable to uncertainty, the nation ought to be prepared against all events. He therefore expressed his hope, that his good subjects would not repine at the necessary means of procuring the blessings of peace and universal tranquillity, or of putting him in a condition to act that part, which it might be necessary and incumbent upon him to take.

Upon this, the house voted, that the land forces should be augmented to twenty-five thousand seven hundred and forty-four effective men, and twenty thousand

thousand men should be employed in the sea-service: but this augmentation of the naval force, was not made without a warm contest on the side of opposition. Men of the most shining abilities, attacked in the most masterly manner the measures of the minister, who, strengthened by the power of the crown, braved the fury of the attack. In this parliament, that unparalleled statesman Mr. William Pitt, first shone forth in the political horizon; he was elected member for Old Sarum, and brought into parliament by the duchess dowager of Marlborough, being then about twenty-five years of age. The affairs of Europe at this time were in great confusion. Augustus, king of Poland and elector of Saxony, dying, this event had been productive of a war. The elector of Saxony, son to the late king, and Stanislaus, whose daughter was married to the French monarch, declared themselves candidates for the throne of Poland. The emperor, the czarina, and the king of Prussia, espoused the interest of the Saxon; the king of France supported the pretensions of his father-in-law. Though the Prussians entered Poland with an army of fifty thousand men, Stanislaus, who had come privately into Poland, was elected king by the intrigues of the primate, but was soon obliged to fly the kingdom; and Augustus being chosen and proclaimed king, his Saxon troops entered the kingdom.

Thus the house of Austria, which had not been able to preserve Spain and the West-Indies, and which could not even settle a trading company at Ostend, had yet sufficient influence to deprive the father-in-law of Louis XV. of a crown.

Meanwhile the French king concluded a treaty with Spain and Sardinia*; by which these powers agreed to declare war against the emperor. The French army, commanded by the duke of Berwick,

* 26th September, 1733.

passed

passed the Rhine, and besieged and took fort Kehl. The king of Sardinia being joined by a body of French forces, commanded by marshal de Villars in Italy, took Tortona, Novara, Pavia, Milan, and some other places, before the conclusion of the year 1733.

England and Holland, which had been so long accustomed to join Austria against France, abandoned her at this juncture. This was the effect of that reputation for equity and moderation, which the French court had lately acquired. The notion of her being pacifically inclined, and void of all ambition, kept her natural enemies quiet even when she declared war; and nothing can redound more to the honour of the ministry, than their having persuaded such powers, that France might carry on a war against the emperor, without giving any alarm to the liberty of Europe; all these powers accordingly beheld the rapid success of the French arms, at ease and undisturbed. A French army had gotten possession of the country upon the Rhine; and another party of their troops, in conjunction with those of Spain and Savoy, had rendered themselves masters of Italy. Marshal Villars finished his glorious career, in the eighty-second year of his age, after having taken Milan. Marshal de Cogni, his successor, gained two battles; whilst the duke de Montemar, the Spanish general, obtained a victory in the kingdom of Naples, at Bitonto, from whence he was surnamed; this being an honour which the Spaniards often bestow in imitation of the ancient Romans. Don Carlos, who had been acknowledged hereditary successor of Tuscany, was now declared king of Naples and Sicily. Thus the emperor Charles VI. lost almost all Italy for having given a king to Poland: and, in two campaigns, a son of the Spanish monarch got both the Sicilies, so often taken and retaken formerly, and upon

upon which, for two ages, the house of Austria had continually fixed her attention*.

Although Great Britain took no active part in these disputes on the continent, yet it was thought proper to make great additions to the naval strength of the kingdom: accordingly, early in the year 1734, eighty-six men of war from one hundred guns down to twenty were put into commission.

On the 13th of May his majesty put an end to the session, and two days after, set out for his German dominions, after having appointed the queen regent.

The good understanding between the courts of Madrid and Lisbon, had a little before been destroyed by a singular incident. The domestics of the Portuguese ambassador at Madrid having rescued a criminal from the officers of justice, all those concerned were, by the order of the king of Spain, dragged from the ambassador's house to prison, with circumstances of rigour and disgrace. His Portuguese majesty resenting this affront, ordered reprisals to be made upon the servants of the Spanish ambassador at Lisbon. The two ministers abruptly withdrew to their respective courts, and the two monarchs expressed their mutual resentments. The king of Spain assembled a body of troops on the frontiers of Portugal; and his Portuguese majesty applied for assistance to the king of Great Britain. An envoy extraordinary was dispatched to London, and succeeded in his commission: for, soon after the king's departure, Sir John Norris sailed from Spithead with a powerful fleet, in order to protect the Portuguese against the Spaniards, and on the 9th of June arrived at Lisbon, where he was welcomed as a deliverer. Mr. Keene, the British envoy at the court of Spain, informed his Catholic majesty, that this fleet was sent to guard

* Voltaire.

the coast of Portugal from insults, and secure the Brasil fleet, in which the merchants of Great Britain were deeply interested. It is probable, that this step prevented a rupture between the two crowns, and disposed the king of Spain to listen to terms of accommodation.

Whilst a general tranquillity affords no event worthy of relating, our readers will we doubt not be pleased to see the following state of our island plantations in the West-Indies, as reported by the lords commissioners of trade to the house of peers, pursuant to an order of that house, as it exhibits an exact and curious state of the trade, people, and strength of each island.

"Jamaica says the report, although it has nineteen parishes, contains only seven thousand six hundred and forty-four white people; of whom are composed three thousand militia, horse and foot, which are dispersed all over the inhabited part of the island; on which are erected six forts, and eight independent companies of the king's forces, each consisting of one hundred men, are stationed there. The diminution of the white people in Jamaica, was attributed to the great decay of their private or illicit trade to the Spanish main; that trade having formerly drawn together many adventurers.

"Our exports to Jamaica at a medium of four years from Christmas 1728 to Christmas 1732, was to the value of one hundred and forty-seven thousand six hundred and seventy-five pounds two shillings and three-pence farthing, and our imports were five hundred and thirty nine thousand four hundred and ninety-nine pounds eighteen shillings and three-pence half-penny. Annual excess of our imports from Jamaica, is three hundred and ninety-one thousand eight hundred and twenty-four pounds fifteen shillings and eleven pence.

Barba-

“ Barbadoes had eighteen thousand two hundred and ninety-five white people: its militia consisted of one troop and two regiments of horse, and of seven regiments of foot, in all four thousand eight hundred and twelve men. In that island are no fewer than twenty-one forts and twenty-six batteries, mounted with four hundred and sixty-three cannon.

“ All our sugar islands together were thought annually to produce eighty-five thousand hogsheads of sugar, each hoghead containing twelve hundred weight, in all one million two hundred thousand hundred weight. Of which, Great Britain was thought to consume annually seventy thousand hogsheads, or ninety-four millions and eighty thousand pounds weight of sugar, which for ten millions of people, if so many may be reckoned, comes to nine pounds and a half of sugar to each person; or if but eight millions of people, as is the more general calculatory, then about eleven pounds and a half of sugar to each person exclusive of Ireland.”

“ It was computed that three hundred sail of ships went annually from Great Britain to the sugar colonies, besides those which went thither from our continental colonies; and that about four thousand five hundred seamen are employed in navigating them: and that there is annually exported thither to the value of two hundred and forty thousand pounds in British manufactures.

“ In all the British Leeward islands, viz. St. Christophers, Antigua, Nevis, and Montserrat; with their dependencies, Barbuda, Anguilla, Spanish-Town, Tortola, and the rest of the Virgin isles; there were ten thousand two hundred and sixty-two white people; and their militia consisted of three thousand two hundred and eighty-four men. But by an account of those islands in the year 1736, their military was as follows, viz.

A VOL. IV. G In

In Antigua — 1500 men, 2 forts and 7 batteries.

In St. Christophers 1340 men, 3 forts and 6 batteries.

In Montserrat — 360 men, 1 fort and 1 battery.

In Nevis — — 300 men, 1 fort and 1 battery.

In all — 3500 men.

In Anguilla — 80 men.

In Spanish-Town 72 men.

In Tortola — 120 men.

3772 militia in all the Leeward Islands.

“ The Bahama Islands, are of the next importance to Great Britain in those seas; and of them Providence is the only island as yet of any consideration to us, or that is peopled in any degree. Here we had five hundred white people, of which were formed six companies of militia, besides one independent company in the king's pay. On this island there were two forts which have since been better rebuilt.

“ In the Bermudas, there were a few years before five thousand white people, of which there then were a thousand white men besides officers for their militia. They had one fort and six batteries.”

In the year 1736, an account was laid before the house of commons, of the several sorts and quantities of corn, which had been exported from England, between Christmas 1734 and Christmas 1735, with the total of the bounty paid thereon, viz.

Barley Quarters	Malt Quarters	Oat-meal Quarters	Rye Quarters	Wheat Quarters
57,520	219,781	1,920	1,329	153,343
Bounty	Bounty	Bounty	Bounty	Bounty
71,90 l.	26,434 l.	240 l.	232 l.	38,335 l.

Total number of quarters of the several kinds of corn was 433,893 quarters.

Total bounty paid 72,431 l. A

A treaty of navigation and commerce now took place between Great Britain and Russia, which was to continue in force for fifteen years; by which every immunity was reciprocally granted to the subjects of both nations in their respective ports, as was allowed to those of any other kingdom or state whatever. British subjects were permitted to transport goods from Russia into Persia, on paying three per cent. duty thereon; and to bring back merchandize from thence, and lade it in the ports of Russia for England, on payment of the like duty, without being obliged to open their bales, unless a suspicion arose of the value of such commodities being unfairly rated*.

The French Mississippi colony began already to shew the natural disposition of their nation to encroachments, by making war, jointly with their own Indians, on a nation of Indians called Chickasaws, dependant on Carolina. It now became apparent that their views were to hem in all our settlements on the eastern coasts of North America, by forts from south to north, and thereby exclude the English from any commerce with the tribes of Indians that occupy those immense wilds: but these proceedings were deemed too trivial to draw the attention of government to that quarter of the British empire.

On the 17th of April 1736, his royal highness, Frederick prince of Wales, was married to her serene highness Augusta, princess of Saxe Gotha, who arrived from Germany two days before. This event was followed by extraordinary rejoicings, and congratulations from both houses of parliament, the city of London and the two universities. But in the next year, there unhappily arose a breach between the prince of Wales and the king. The princess had

* Anderson on Commerce, Vol. II. p. 354.

advanced to the last month of her pregnancy before the king and queen were informed of her being with child. She was twice conveyed from Hampton-court to St James's palace when her labour pains were approaching, and was at length delivered of a princess* in about two hours after her arrival. The king being informed of this event, sent the earl of Essex to the prince, to express his displeasure at his royal highness's conduct, which he considered as an indignity offered to himself and the queen; to inform him, that his whole conduct had for some time been so void of duty, that he had reason to be highly offended with him; and till he withdrew his regard and confidence from those by whose advice he had acted in this undutiful manner he should not reside in the palace: it was therefore his majesty's pleasure, that he and his family should leave St. James's, when it could be done without prejudice or inconvenience to the princess. In obedience to this order, the prince retired to Kew; and his majesty ordered, that none of the prince's attendants should be admitted to court. Some time before, a motion had been made in the house of commons for encreasing the settlement of the prince, which was only fifty thousand pounds, to one hundred thousand pounds, besides the revenue arising from the principality of Wales. It was represented, that the late king had allowed that sum to his present majesty when prince of Wales; and that such a settlement was conformable to the practice of former times, and necessary to the independency of the heir apparent to the crown. This motion met with a vigorous opposition from Sir Robert Walpole, who urged the largeness of his present majesty's family, when prince of Wales; and represented the motion as an encroachment on the prerogative, and an offi-

* The Princess was named Augusta, now married to the duke of Brunswick Lüneburg, and mother of a numerous progeny.

cious intermeddling in the king's family affairs. The supporters of the motion observed, in return, that the allowance of only fifty thousand pounds was not sufficient to defray the prince's annual expences, which, by his majesty's own regulation, amounted to sixty-three thousand pounds. The motion was, however, rejected by the majority; though in the same session an act passed for settling a dowry of fifty thousand pounds a year on the princess of Wales.

One of the most important subjects of debate which engaged the attention of the house of commons, after it was convened on the first day of February, 1736-7, arose from a motion made by Sir Robert Walpole, for granting one million to his majesty, towards redeeming a like sum of the increased capital of the South-Sea Company, commonly called South-Sea annuities; when the house having resolved itself into a committee, to consider of the national debt, Sir John Barnard made a motion, for enabling his majesty to raise money either by the sale of annuities, or by borrowing at an interest not exceeding three per cent. to be applied towards redeeming the South-Sea annuities: and that such of the said annuitants as should be inclined to subscribe their respective annuities, should be preferred to all others. He said that even those public securities which bore an interest only of three per cent. were sold at a premium in 'Change Alley: he was therefore persuaded, that all those who were willing to give a premium for a three per cent. security, would gladly lend their money to the government at the same interest, should books of subscription be opened for that purpose, with an assurance that no part of the principal should be paid off during fourteen years. He expatiated on the national advantages that would accrue from a reduction of interest. From the most accurate calculations he inferred, that in a very little time, the interest upon all the South Sea annuities would

would be reduced from four to three per cent. without any damage to public credit, or breach of public faith: that then the produce of the sinking fund would amount to fourteen hundred thousand pounds a year, to be applied only towards redeeming the capital of the several trading companies: this measure would bring every one of them so much within the power of parliament, that they would be glad to accept of three per cent. interest, on any reasonable terms; in which case the sinking fund would rise to one million six hundred thousand pounds a year; in which state the parliament might venture to annihilate one half of it, by freeing the people from the taxes upon coals, candles, soap, leather, and such other imposts as lay heavy upon the poor labourers and manufacturers: the remaining part of this sinking fund might be applied towards the discharge of those annuities and public debts which bore an interest of three per cent. only; and afterwards towards diminishing the capitals of several trading companies till the term of fourteen years should be expired; then the sinking fund would again amount to above a million yearly, which would be sufficient for paying them off, and freeing the nation entirely from all its incumbrances. This salutary scheme was violently opposed by alderman Heathcote, and other partizans of the ministry; yet all their objections were refuted: and in order to defeat the project, they were obliged to have recourse to artifice. Mr. Winnington moved, that all the public creditors, as well as the South Sea annuitants, should be comprehended. Sir John Barnard in reply, observed, that it might be easy for government to borrow money at three per cent. sufficient to pay off such of the proprietors of twenty-four millions as were not willing to accept of that interest, but extremely difficult to borrow enough to satisfy the proprietors of four and forty millions, who might choose to have their principal rather than such an interest.

terest. This important debate produced several resolutions, and a bill was prepared. It produced many other debates, and was postponed by dint of ministerial influence*.

On the 20th of November, 1737, at seven in the evening, died, of a mortification in her bowels, Wilhelmina Carolina, queen consort of Great Britain, in the fifty-fifth year of her age, to the inexpressible grief of his majesty, the royal family, and the whole nation. She was regretted as a princess endowed with uncommon abilities, and possessed of many great and amiable qualifications, and as a pattern of conjugal virtue. Her remains were interred with great solemnity, on the 17th of December, in a new vault in Henry the Seventh's chapel, in Westminster abbey.

A little before this event took place, the Jamaica merchants petitioned the king to be protected against the great and violent interruptions and seizures committed by Spanish guard-ships, called guarda costas, in the American seas; who, under pretence of guarding their own coasts, stopped and searched all British ships that came in their way. Many of these they forcibly seized, inhumanly treated the commanders and seamen, and condemned the ships and cargoes as lawful prizes, in manifest violation of solemn treaties between Great Britain and Spain. They therefore humbly prayed his majesty to procure to his subjects satisfaction for their losses; and that no British vessel be detained or searched on the high seas by any nation, under any pretence whatever; and thereby, that the trade to America might be rendered safe for the future. His majesty promised the merchants to interpose, in order to procure a redress of their grievances, upon their making good their allegations to the privy-council, which they afterwards did.

* Smoller's History of England, Vol. X. p. 462.

In this dispute with Spain, each side was, in some measure, in the wrong. The Spaniards, being extremely attentive to exclude all other Europeans from a participation of their trade in the gulph of Mexico, their guarda costas frequently exceeded their powers, by searching and plundering British ships when sailing on the American seas, so far distant from the Spanish shore as to give no just ground of suspicion that a clandestine trade was carrying on. On the other hand, notwithstanding the treaty entered into between England and Spain in 1679, had ever since continued in full force, whereby English ships were not suffered to resort or trade to the coasts of New Spain, and its adjoining Spanish provinces, yet vessels from Jamaica, and other colonies, allured by the gain arising from such traffic, would frequently brave the dangers to which it was exposed. And after all, the right of the English to cut logwood in the bay of Campeachy was never given up. It should seem that the two courts thought it too delicate a point to be discussed; and, therefore, in all their negotiations rather chose to leave the matter doubtful than to bring it to a full and final decision.

On the 24th of January, 1737-8, his majesty opened the session of parliament with a short speech, and each house presented an address of condolence on the queen's death. After warm debates on a standing army, in which those who opposed the ministry, endeavoured in vain to have the forces reduced, a petition was presented in relation to the depredations of the Spaniards in America. The Spaniards, ever since the treaty of Seville, had disputed the right of the English to cut logwood in the bay of Campeachy, and to gather salt in the island of Tortuga, on the coast of Terra Firma; though that right was acknowledged by implication, in all the treaties which had been lately concluded between the two nations.

The

The captains of the Spanish guarda costas had seized and detained a great number of British vessels, imprisoned their crews, and confiscated their cargoes, in violation of treaties, and in defiance of common justice and humanity. Walpole was very averse to a war, from his knowing that France and Spain were now closely united by politics, as well as by consanguinity; and he made no doubt that in case of a rupture, they would join their forces against Great-Britain. This minister, whose talents consisted in managing a house of commons, and who was a perfect master of all the arts of financiering, was sensible of the difficulties in which a war would involve him. In short all his measures were directed to the preservation of his power, to which the honour and dignity of the nation were sacrificed. The fears he discovered only served to increase the enemies insolence and pride. However, the complaints of the merchants were loud enough to reach the house of commons: their letters and memorials were produced, and their grievances enforced at the bar by council. Here they expatiated on the violences to which they had been exposed, and implored relief from parliament. Among these was the case of captain Jenkins, the master of a Scotch merchant ship, who was boarded by a Spanish guarda costa, and treated in the most barbarous manner. These papers being referred to a committee of the whole house, this innocent sufferer was examined, and being asked by a member, what he thought when he found himself in the hands of such barbarians? he bravely answered, "I recommended my soul to God, and my cause to my country." The behaviour of this honest seaman, the sight of his ear, which had been cut off, and which was produced, with his account of the indignities offered to the nation and sovereign of Great Britain, filled the house with indignation.

Mr. Pulteney expatiated upon the wanton cruelty and injustice of the Spaniards; demonstrated, from treaties, the right of the British traders to the log-wood of Campeachy, and the salt of Tortuga; exclaimed against the pusillanimity of the minister, and moved for such resolutions as would evince the resentment of an injured nation, and the vigour of a British parliament.

These resolutions were warmly combated by Sir Robert Walpole, who affirmed, that they would frustrate the minister's negotiations, intrench upon the king's prerogative, and precipitate the nation into an unnecessary and expensive war. In the mean time the house of lords presented an humble address to his majesty, with their resolutions, with respect to the undoubted rights of the nation to a free navigation in America, and against the depredations and cruelties of the Spaniards; and concluded with promising his majesty, that in case his powerful instances for procuring reparation, satisfaction, and future security to his injured subjects, should fail of their due effect on the court of Spain, they would zealously and cheerfully concur in all such measures as should become necessary for the support of his majesty's honour, and the preservation of the navigation and commerce of the kingdom. His majesty, in his answer, expressed his sensibility of the injuries sustained by his trading subjects in America, and assured them of his care to procure satisfaction and reparation for their losses, and security for their future navigation. The address of the house of commons, and the king's answer, were much to the same effect. This conduct of the parliament caused a negotiation to be set on foot between the two crowns.

On the 4th of June, 1738, the princess of Wales was delivered of his present majesty, whose birth was celebrated with uncommon rejoicings; addressees of congratulation were presented to the king by the two

univer-

universities, and almost all the cities and towns of the kingdom. But the prince of Wales still laboured under his majesty's displeasure; and no person who visited the prince was admitted to the court of St. James's. His royal highness was divested of all the external marks of royalty, and lived like a private nobleman, cultivating the virtues of a private life, and the enjoyment of conjugal felicity.

In the mean time, rear-admiral Haddock set sail for the Mediterranean, in order to give weight to the negociations of the British minister at the court of Madrid. The session of parliament was opened on the first of February, 1738-9, when the king informed both houses in his speech, that he had concluded a convention with the king of Spain, who had obliged himself to make reparation to the British subjects for their losses, by certain stipulated payments: that plenipotentiaries were appointed for regulating the grievances and abuses which had hitherto interrupted the commerce of Great Britain in the American seas; and for settling all matters in dispute, in such a manner, as for the future to prevent and remove all new causes of complaint. The convention was soon after published, in which it was agreed, that within six weeks after the day on which the ratifications were exchanged, two ministers plenipotentiary should meet at Madrid, finally to regulate the pretensions of the two crowns, with respect to the trade and navigation in America, and to the limits of Florida and Carolina: that his Catholic majesty should pay to the king of Great Britain, the sum of ninety-five thousand pounds sterling, for a balance due to the crown and subjects of Great Britain, after deducting the demands of the crown and subjects of Spain; and that his Catholic majesty should cause that sum to be paid at London, within four months after the ratifications were exchanged. This was the substance

of the convention, which alarmed the merchants and traders of Great Britain, filled the people with indignation, and raised a general outcry against the minister.

The eyes of the whole kingdom were now turned upon the house of commons. The two contending parties collected their full strength for the approaching dispute; and on the day appointed for considering the convention, four hundred members had taken their seats by eight in the morning. Several days were employed in reading papers, and obtaining information: at length Horatio Walpole having launched out in praise of the convention, moved for an address of approbation to his majesty. Now all the officers and adherents of the prince of Wales joined in the opposition; and he himself sat in the gallery to hear the debates. Sir Thomas Sanderson, treasurer to his royal highness, observed, that the Spaniards, by this convention, instead of giving us reparation, had obliged us to give them a general release. They had not even allowed the word satisfaction to be so much as mentioned in the treaty. Even the Spanish pirate, who had cut off the ear of captain Jenkins, and used the most insulting expression towards the person of the king; an expression which no man who had a regard for his sovereign could ever forgive; even this fellow was suffered to enjoy the fruits of his rapine, and remained a living testimony of the cowardly tameness and mean submission of Great Britain, and of the triumphant haughtiness and stubborn pride of Spain. Mr. Pitt also declaimed, with great energy, against the convention, as insecure, unsatisfactory, and dishonourable to Great Britain.

The ministers, in vindication of the convention, asserted, that the satisfaction granted by Spain, was adequate to the injury received: that it was only the preli-

preliminary of a treaty that would remove all causes of complaint: that war was always expensive and detrimental to a trading nation, as well as uncertain in its events: that France and Spain would certainly join their forces, in case of a rupture with Great Britain; and that war would favour the cause and designs of a popish pretender. The house, upon a division, agreed to the address; but when a motion was made for its being recommitted, the two parties renewed the engagement with redoubled eagerness and impetuosity. Sir William Wyndham and Mr. Pulteney, poured all the thunder of their eloquence against the insolence of Spain, and the concessions of the British ministry. Sir Robert Walpole exerted all his fortitude and dexterity in defence of himself and his measures; and the question being put, the resolution for the address was carried by a small majority. To such a degree of mutual animosity were both sides inflamed, that the most eminent members of the minority left the house, and returned no more to it during that session.

The dispute on the same subject, in the house of lords, was maintained with equal warmth: it was learned, long, and carried on with great spirit; but ended also in the defeat of those who stigmatized the treaty; and the house agreed to thank his majesty for his gracious condescension in laying the convention before them, and acknowledged his great prudence in bringing the demands of his subjects for their past losses to a final adjustment: at the same time they assured his majesty, that in case his just expectations should not be answered, the house would heartily and zealously concur in all such measures as should be necessary to vindicate his majesty's honour, and to preserve to his subjects the full enjoyment of all those rights to which they were entitled by treaty and the law of nations. At the head of those who voted
against

against the address, was the prince of Wales : and his example was followed by six dukes, twenty-two earls, four viscounts, eighteen barons, four bishops, and sixteen proxies ; and a spirited protest was entered and subscribed by thirty-nine peers.

As Spain had engaged to pay a large sum of money by this convention, some time after, when the minister demanded a supply, upon a different occasion, lord Bathurst moved to know, whether Spain had paid the sums stipulated, as the time limited for the payment was expired. The duke of Newcastle, by his majesty's permission, acquainted the house that they were not paid ; and that Spain had assigned no reason for the delay. In some measure, therefore, to atone for his former slowness, the minister now began to put the nation into a condition for war. Letters of reprisals were granted against the Spaniards. These proceedings were regarded by the Spanish court as actual hostilities. The French ambassador at the Hague declared, that the king his master, was obliged by treaties, to assist the king of Spain ; he dissuaded the Dutch from espousing the cause of England ; who promised him an inviolable neutrality. It is curious enough to consider the revolutions which the political system of Europe had undergone. Not above twenty years before, France and England were combined against Spain ; at present, France and Spain united against England. Those statesmen who build upon alliances as a lasting basis of power, will sooner or later find that they have trusted to a rope of sand.

In the convention the differences subsisting between the crown of Spain and the English South-Sea Company, had not been included ; and what greatly tended to increase the national disgust at this compact was, that the king of Spain had made a declaration or protest, in which he insisted as a preliminary condition, on which alone he would ratify the convention,

“ that

“ that he would reserve to himself in its full force the right of being able to suspend the *assiento* for negroes, and of dispatching the necessary orders for the execution thereof, in case the South-Sea Company did not subject itself to pay, within a short time, the sum of sixty-eight thousand pounds sterling, which it had confessed to be owing on the duty for negroes, according to the regulation of fifty-two pence per dollar, and on the profits of the ship *Royal Caroline*.” The injustice of this demand on the company was so apparent, that soon after the proprietors, when assembled in a general court, resolved not to pay it, until the king of Spain had accounted to them for all the seizures and captures of their ships and merchandize, and which amounts he had by former agreements engaged to refund to them. The company’s effects to a vast amount had been seized on the rupture, in the year 1718: their losses sustained on that occasion, were computed at a million of dollars, or nearly two hundred and twenty-five thousand pounds sterling. These the king of Spain had bound himself to make good by the treaty of peace, in the year 1721. Another cause of complaint, which the company exhibited against his Catholic majesty was, his causing every thing in his dominions which belonged to them to be seized, at the time that he laid siege to Gibraltar in 1727; the amount of which was laid at half a million of dollars, or about one hundred and twenty-two thousand pounds sterling. For both these losses, no adequate return had been made, although such confiscations were the more unjust, because expressly contrary to the *assiento* contract, in which it is expressly stipulated, that whatever differences may arise between the two crowns, the company shall always be allowed two months for the removal of their effects. The company had likewise demands on the king of Spain for one fourth part of all

all their losses sustained in trade, as by the *assiento* contract he was to be a quarter part sharer therein.

Mean while, an English squadron in the Mediterranean took two rich Caracca ships: the king issued orders for augmenting his land forces, and raising a body of marines; and many ships were put into commission; while admiral Vernon was sent to the West-Indies, to assume the command of a squadron in those seas. This gentleman had rendered himself considerable in the house of commons, by loudly condemning all the measures of the ministry, and bluntly speaking his sentiments, without respect of persons. He was esteemed a good officer; and his boisterous manner seemed to enhance his character. Having once commanded a squadron in Jamaica, he was well acquainted with those seas; and in a debate on the insults committed by the Spaniards, he had affirmed that Porto Bello, on the Spanish main, might be easily taken with only six ships. This was echoed from the mouths of all the members in the opposition; and the minister, in order to appease the clamours of the people, sent him as commander in chief to the West-Indies.

The court of Madrid issued orders for seizing all ships and effects belonging to British subjects in the dominions of Spain, and themselves to depart instantly. Hereupon Geraldino, envoy extraordinary from Spain, and Tetry, his Catholic majesty's agent at London, for the *assiento* contract, were obliged to leave the kingdom; and war was declared in London against Spain, on the 23d day of October, 1739, for maintaining the honour of the British crown and kingdom, and obtaining redress for the much injured merchants and traders, who from all parts of the kingdom made earnest petitions for relief.

We

We shall close this chapter with taking a general view of the state of the trade and commerce of Great Britain, during the twelve years of which it treats.

In the British American provinces of Pennsylvania, Virginia, and Maryland, mines of iron-stone were found about this time, which they soon after learned to smelt down into pigs and sows, and then to draw them out by flatting mills into bars. They have also found lead; and they had before found copper in New York.

By an act of parliament passed in the 3d year of king George II.* the people of Carolina were allowed to carry rice to those parts of Spain and Portugal, which lie on the ocean, as well as up the Mediterranean, and even to Italy and the gulph of Venice, and all the Spanish and Portuguese isles, provided it be carried in British ships, navigated as by the acts of navigation, and no other commodity be so carried but rice only. This beneficial privilege was five years after extended to the province of Georgia. By means hereof our plantation rice has supplanted the rice of Verona and Egypt wherever it is carried.

In the month of August 1730, the English Levant or Turkey Company, shipped ten thousand pieces of broad-cloth, in four ships for the Levant, which proves the very beneficial commerce at that time carried on †.

In the month of October that same year, the following goods were imported from the English American colonies, which at that time were entirely new productions, though many of them have since increased so as to become of very great importance.

Two tons of iron from our island of St. Christopher; found in that part of the island which formerly was possessed by the French.

* Cap. 29.

† Anderson on Commerce, Vol. II. p. 329.

Fifty hundred weight of hemp, raised in New England and Carolina.

Seventy-two bags of wool, produced in the islands of Jamaica, St. Christopher's, &c.

Forty tons of iron—thirty hundred weight of copper-ore—one hundred and fifty-six quintals of bees wax—three hundred weight of hemp—three hundred weight of raw silk. These articles raised and produced in the province of Virginia.

It was supposed by a judicious writer of that time, that Great Britain then gained one million sterling by her American commerce, and that eighteen thousand seamen and fishermen were thereby employed*.

During the year 1731, it appears by the entries at the custom-house, that there was re-exported from the port of London alone, fifteen millions seven hundred and eighty-seven thousand one hundred and fifty-five lb. weight averdupoize of tobacco, and of sugar fifty-eight thousand four hundred and forty-six hundred weight. The whole exports from whence, consisted of one hundred and five articles, or different species of merchandize; many of which were very considerable ones, as in the woollen manufacture alone, viz. eight hundred and ninety-four suits of apparel—two thousand two hundred and sixteen pair of blankets—three thousand eight hundred and forty-seven dozen of caps—ten thousand four hundred and thirty-seven dozen of castors and felts—cloths long and short four thousand eight hundred and twenty-two—coverlids three hundred and eighty-five—Flannel forty-eight thousand four hundred and thirty-six yards—Garments one thousand five hundred and seventy-seven—Haberdashery eight hundred and twenty-seven hundred weight—Hose seven thousand seven hundred and seventy-three dozen—kerfies and

* The Importance of the British Plantations in America to this Kingdom, &c. considered, printed in 1731.

dozens two thousand three hundred and nineteen—
perpets one thousand nine hundred and ninety-five—
plains, nine thousand six hundred and forty goods—
rugs, seven hundred and thirteen—stuffs and bays
thirty-eight thousand nine hundred and fifteen pieces
—besides East-India goods in vast quantities: iron,
copper, and brass ware; lead and tin; tinned plates,
linen, thread and tapes, sail-cloth, &c.



A STATE of the NATIONAL DEBT, provided or unprovided for by Parliament, as it stood December 31, 1730, and December 31, 1731. With an Account of the Produce of the Sinking Fund within that Year, and to the Payment of what Debts contracted before the 25th of December, 1716, the said Fund has been applied.

E X C H E Q U E R.

Annuities for long terms, being the remainder of the original Sum contributed and unsubscribed to the South Sea Company	1,837,533	9	fallen in	500	1,837,033	9	
Ditto for lives, with benefit of survivorship, being the original sum contributed	108,100				108,100		
Ditto on two or three lives, being the sum remaining after deducting what is fallen in by deaths	139,399	8½	fallen in	5,116	13 4	134,282	7 4½
Ditto at 9l. per cent.	161,108	6 8				161,108	6 8
Ditto on lottery, 1710	109,290					109,290	
Ditto on the plate act, 6 George I.	312,000					312,000	
Ditto on the Nevis and St. Christopher's Debentures, at 3l. per cent.	37,821	5 1½				37,821	5 1½
Exchequer bills on the victualler's act, anno 1726	481,800			400		481,400	
Ditto made out for interest on old bills exchanged	2,200					2,200	

Exche.

	Amount on Dec. 31, 1730.		Between Dec. 31, 1730, and Dec. 31, 1731.		Amount on Dec. 31, 1731.	
	l.	s. d.	Increase l.	Paid off s. d.	l.	s. d.
Exchequer Bills for the year 1730	510,400		400,000	510,400	400,000	
Annuities at 3l. 10s. per cent. per ann. for the year 1731						
EAST INDIA COMPANY.—By two acts of parliament 9 <i>William</i> III. and by two others 6 and 10 <i>Anne</i>	3,200,000				3,200,000	
BANK OF ENGLAND.—On their original fund, at 6l. per cent.	1,600,000				1,600,000	
For cancelling Exchequer bills, 3 <i>George</i> I.	1,500,000				1,500,000	
Purchased of the South Sea Company	4,000,000				4,000,000	
Annuities at 4l. per cent. charged on the duty on coals since March 25, 1719	1,750,000				1,750,000	
Annuities charged on the surplus of the funds for lottery, 1714	1,250,000		800,000		1,250,000	
Annuities for lottery, 1731						
SOUTH SEA COMPANY.—On their capital stock and annuities, per Act 9 <i>George</i> I.	32,302,203 6 6½			1,000,000	31,302,203 6 6½	
	49,301,854 199½		1,200,000	1,516,416 134	48,985,438 6 5½	

Note,

Note, The land-tax and the duties on malt, being annual grants, are not included in this account, nor the 1,000,000 l. charged on the civil list.

[illegible]

In the year 1732, the South-Sea Company sent out their ships amounting to twenty-one in number, on the whale fishery. But notwithstanding those ships brought home twenty-four whales and a half, yet it proved a very losing voyage. During eight years in which the company had pursued this fishery, their accounts were stated as follows:

Their issues or disbursements on account of the Greenland whale fishery for eight years, amounted to	£. s. d.
Total amount of the sale of their oil and whale-fins in the eight years; as also of all their ships, stores, and utensils	262,172 9 6
The net balance or loss sustained by the South-Sea Company's Greenland fishery in principal money alone	84,390 6 6
If the interest upon this sum is reckoned, the loss will amount to	177,782 3 0
	237,142 6 2

The number of ships employed in the merchants service in the port of London, as appears from the general register at the custom-house, was one thousand four hundred and seventeen, from fifteen tons burden to seven hundred and fifty. These ships amounted to one hundred and seventy-eight thousand five hundred and fifty-seven tons, and were navigated by twenty-one thousand seven hundred and ninety-seven men. One hundred and thirty were from three hundred to five-hundred tons; eighty-three from two hundred to three hundred; all the rest were under two hundred tons; except the great South-Sea Company's ship of seven hundred and fifty tons*.

Soon after the South-Sea Company had laid aside their whale fishery, the parliament granted a bounty

* Maitland's Survey of London, under the year 1732.

of twenty shillings per ton on all ships fitted out at any port of Great Britain, of two hundred tons or upwards for this fishery, and navigated according to law*.

On the 28th day of March 1734, a general court of the South-Sea Company, upon the repeated representation of Sir Thomas Geraldino, the king of Spain's agent at London, for the affairs of the assiento trade of that company, concerning the bad management of their factors, unanimously agreed to impower their court of directors, to present an humble address to his majesty, desiring his royal consent to dispose of the trade and tonnage of the company's annual ship.

The coinage during the first seven years of king George the Second's reign, amounted in gold to forty-three thousand nine hundred and forty lb. weight, which at forty-four pounds ten shillings per lb. makes in tale one million nine hundred and fifty-five thousand three hundred and thirty pounds. The silver coinage was eight thousand seven hundred and forty-two lb. weight, which at three pounds two shillings per lb. weight, makes in tale twenty-seven thousand one hundred pounds and four shillings†.

The French had so much improved their East-India commerce, that they fitted out in one year fourteen ships for that trade, from the port of L'Orient in Bretagne.

The British parliament passed an act in the year 1735, by which the net rents and profits of the estates forfeited by the attainder of the earl of Derwentwater and Charles Ratcliffe, were applied to the completion of Greenwich hospital in the first place, and were appropriated in perpetuity for the support of that royal-hospital, for the better maintenance of the seamen therein, worn out and become decrepit in

* 6th of George II. Cap. 33.

† Boyer's Political State.

the service of their country. By this act, all seamen in the merchant's service, who shall happen to be maimed, not only as in a former act, in fighting against pirates, but also in fighting against any enemy whatsoever, shall be admitted into, and provided for in that hospital, in the same manner as any seaman maimed, wounded, or disabled in the king's actual service*.

It was asserted in a judicious pamphlet †, published in Ireland about this time, that the exportations from Cork during the year 1735, were as follows: one hundred and seven thousand one hundred and sixty-one barrels of beef—seven thousand three hundred and seventy-nine barrels of pork—thirteen thousand four hundred and sixty one casks or eighty five thousand seven hundred and seventy seven firkins of butter. The linen manufacture in the north of Ireland, had not then reached that perfection which it has since attained, not only in the province of Ulster, where it was first established, but over the three adjoining provinces.

It appears that on the 23d day of October 1738, one hundred and fifty-one thousand two hundred and nineteen yards of linen, manufactured in Scotland, were brought into the port of London, and also three thousand spindles of their linen yarn. The linen manufacture of Scotland and Ireland, every year visibly encreased, whereby the poor were usefully employed, and the importation of foreign linens gradually lessened.

* 8th George II. Cap. 29.

† The Querist.

MEMOIRS of GEORGE BYNG, *Lord TORRINGTON*,
Rear-Admiral of GREAT BRITAIN.

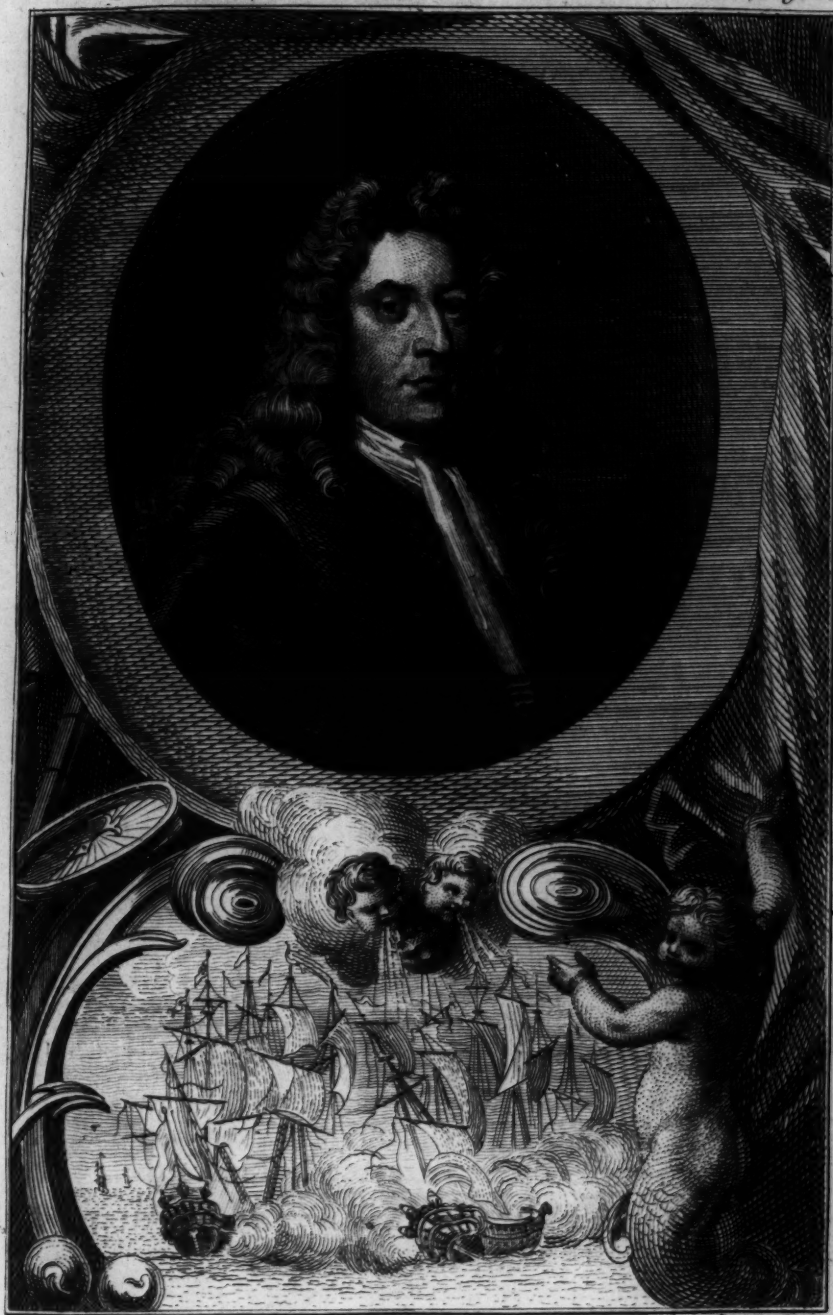
THIS eminent commander was the son of John Byng, Esq; of Wrotham in the county of Kent, by Philadelphia, daughter of — Johnson, Esq; of Loans, in Surry. His father's family can be regularly traced to the reign of Henry VII.

Mr. George Byng, the subject of these memoirs, was born in the year 1663, and when he was no more than fifteen years of age, he went a volunteer to sea, with the king's warrant, given him at the recommendation of the duke of York*.

In 1681 he quitted the sea-service, upon the invitation of general Kirk, governor of Tangier, and served as a cadet to the grenadiers of that garrison, till on a vacancy, which soon after happened, the general, who always patronized him with great friendship, made him ensign of his own company, and soon after a lieutenant. In 1684, after the demolition of Tangier, the earl of Dartmouth, general of the sea and land forces, appointed Mr. Byng lieutenant of the Orford, from which time he continued in the sea-service until his death; but for several years he held his commission in the land-service.

In 1685, he went lieutenant in his majesty's ship the Phoenix, to the East-Indies, in which voyage he well-nigh lost his life; for his ship meeting with an Asiatic pirate, the English engaged her; and Mr. Byng at the head of a select party, boarded the corsair, who all the time maintained a desperate fight, so that most of those who entered the ship with him were slain, he himself was also desperately wounded,

* Collins's Peerage, Vol. VI. p. 306. Edit. 1763.



Sharp sculp

GEORGE BYNG, LORD TORRINGTON,
*Rear Admiral of Great Britain. Knight of the Bath,
and First Lord of the Admiralty; Died in 1732, & Aged 65.*

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and the pirate sinking. In this condition he was taken out of the sea with scarce any remains of life.

In the year 1688, being first lieutenant to Sir John Ashby, in the fleet commanded by the earl of Dartmouth, and fitted out to oppose the designs of the prince of Orange, he was in a particular manner entrusted and employed in the intrigues then carrying on among the most considerable officers of the fleet in favour of that prince, and was the person entrusted by them to carry their secret assurances of obedience to his highness, to whom he was privately introduced at Sherbourn, by admiral Russel, afterwards earl of Orford. At his return to the fleet, the earl of Dartmouth sent him, with captain Aylmer and captain Hastings to carry a message of submission to the prince at Windsor, who made him captain of the *Constant Warwick*, a fourth-rate man of war*.

In 1690 he commanded the *Hope*, a third rate, and was second to Sir George Rooke in the battle off Beachy.

In the years 1691 and 1692, he was captain of the *Royal Oak*, and served under admiral Russel, commander in chief of the fleet. Nor were his merits concealed from that great officer, for he distinguished him in a very particular manner by promoting him to the rank of his first captain. In which station he served during the years 1694 and 1695, in the Mediterranean, where the designs of the French against Barcelona were prevented; and also the next year (1696) in the Channel, to oppose the intended invasion of king James, which upon the appearance of the fleet was laid aside.

In 1702 a war breaking out, he accepted the command of the *Nassau*, a third-rate, and was at the taking and burning the French fleet at Vigo.

* Collins's Peerage, Vol. VI. p. 407.

In the year 1703, he was made rear-admiral of the red, and served in the Mediterranean fleet, commanded by Sir Cloudesley Shovel, who detached him with a squadron of five men of war to Algiers, where he renewed the peace with that government. In his return home he was in great danger of being lost in the great storm, 30th November 1703, which overtook him in the channel.

In 1704, he commanded on board the *Ranelagh*, in the grand fleet sent into the Mediterranean, under the command of Sir Cloudesley Shovel, in search of the French fleet; and it was he who commanded the squadron that attacked and cannonaded Gibraltar; and, by landing the seamen, whose valour was on this occasion remarkably distinguished, the place capitulated the third day. He was in the battle off Malaga, which followed soon after; and, for his behaviour in that action, queen Anne conferred on him the honour of knighthood.

Towards the latter end of this year, the French having two strong squadrons in the Soundings, besides great numbers of privateers, which greatly annoyed our trade, Sir George Byng sailed the latter end of January from Plymouth, with a squadron of twelve men of war, and a large fleet of merchantmen; and after seeing the latter safely out of the Channel, he divided his squadron to such advantage, that he took twelve of their largest privateers, in about two months, together with the *Thetis*, a French man of war of forty guns, and seven merchant ships, most of them richly laden from the West-Indies †. This remarkable success gave such a blow to the French privateers, that they rarely ventured into the channel during the remainder of the year ‡.

* Burchet's Naval History, p. 655. † London Gazette, April 22, 1705. The number of men taken was 2070, and of guns 334.
‡ See Vol. III. p. 155.

In the year 1705 he was made vice-admiral of the blue, and, upon the election of a new parliament, was returned one of the burgesſes for Plymouth; which place he conſtantly afterwards repreſented in parliament till he was created a peer; and one of his ſons for many years after was regularly choſen there.

During this ſummer he commanded in chief a ſquadron in the channel, and blocked up the French fleet in Breſt with a much inferior ſtrength*. In 1706 the emperor being cloſely beſieged in Barcelona by ſea and land, by the duke of Anjou, and the place reduced to great extremities, and our fleet in the Mediterranean, which was commanded by Sir John Leake, being too weak to relieve it, Sir George Byng was appointed to command a ſquadron of twenty ſhips from England to go to reinforce the fleet, and relieve the place. In this ſervice our admiral uſed ſuch diligence, and fortunately joined the commander in chief ſo ſpeedily, that he may be ſaid to have been chiefly inſtrumental in ſaving Barcelona and the Auſtrian king of Spain from falling into the hands of the Bourbon alliance. He aſſiſted at the other enterprizes during that campaign, and commanded the ſhips detached for the reduction of Carthageſa and Alicant, which he accompliſhed; although at the laſt place there were above one hundred and fifty guns facing the ſea, many of which Sir George, with only five ſhips, diſmounted, and drove the enemy from them†. After this he was appointed to command a winter ſquadron of eighteen men of war, and two fire-ſhips, to guard the coaſt of Portugal, according to the treaty with that prince, and to cruise in the propereſt places to annoy the enemy‡.

In the beginning of the year 1707, Sir George was ordered with a ſquadron to Alicant, with neceſſaries

* Peerage of England, ubi ſup. † Burchet's Naval Hiſtory, 694, 695. ‡ Biographia Briſannica, Vol. II. p. 1083.

for the army in Spain, and accordingly sailed on the 20th of March; but on his arrival off cape St. Vincent he heard the melancholy news of the defeat of our army at the battle of Almanza, under the command of the earl of Galway, who sent to the admiral to acquaint him with the distress he was in, and desired that whatever he had brought for the use of the army, might be carried to Tortosa in Catalonia, to which place his lordship designed to retreat; and that, if possible, he would save the sick and wounded men at Denia, Candia, and Valencia, where it was intended to embark every thing that could be got together*. This service the admiral performed; and having sent the sick and wounded to Tortosa, and being soon after joined by Sir Cloudesley Shovel, from Lisbon, they proceeded together to the coast of Italy, with a fleet of forty-three men of war and fifty transports, to second prince Eugene and the duke of Savoy in the siege of Toulon, in which Sir George served in the second post under Sir Cloudesley, and narrowly escaped shipwreck in his return home, when that great officer was lost; for the Royal Anne, in which Sir George carried his flag, was within a ship's length of the rocks on which Sir Cloudesley struck; yet was providentially saved by his own and his officers presence of mind, who in a minute's time set the ship's topsails, even when one of the rocks was under her main-chains.

In the year 1708 he was made admiral of the blue, and commanded the Squadron fitted out to oppose the invasion intended to be made in Scotland by the pretender†.

While the admiral lay in Leith road, the lord-provost, and magistrates of Edinburgh, to shew their grateful sense of the important service he had

* Burchet's Naval History, 731.

† See Vol. III. p. 245.

done them, by thus drawing off the French before they had time to land their forces, and thereby preserving not only the city of Edinburgh, but even the whole kingdom, from the fatal effects of a rebellion and invasion, resolved to present him with the freedom of their city, by sending, in their name, Sir Patrick Johnson, their late representative in parliament, with an instrument called a burges-ticket, inclosed in a gold box, having the arms of the city on one side, and these words engraven on the other: "The lord-provost, bailiffs, and town council of Edinburgh, did present these letters of burgeoise to Sir George Byng, admiral of the blue, in gratitude to him for delivering this island from a foreign invasion, and defeating the designs of the French fleet, at the mouth of the frith of Edinburgh, the 13th of March, 1708."

The nation was in general dissatisfied at the conduct of Sir George Byng on this occasion, because it was weakly imagined, that as the admiral had once got sight of the French fleet, he had it in his power to have taken every ship of them. The truth of the matter was, that the French having amused the Jacobites in Scotland, with a proposal about the besieging of Edinburgh-Castle, Sir George Byng was particularly instructed, by all means, to prevent that, by hindering the French from landing in the neighbourhood. This he effectually did; and by doing it, answered the end for which he was sent. The reason why Sir George could not get possession of any more of the French ships, appears from the account which the French general, Monsieur de Grace, wrote the king his master. In which he says, that they cast anchor in the mouth of the Frith of Edinburgh, on the twenty-third in the afternoon, New Style.

The next day as they were preparing to enter the Frith they discovered the English Squadron, upon which

which M. Fourbin, the French admiral, resolved to bear off by the favour of a land-breeze, "which," says he, "very luckily carried us from the enemy." The English fleet gave chase, but being dispersed when they had neared the French ships, M. Fourbin steered false during the night, which saved his squadron, for the next day they found themselves out of reach of their pursuers. Whereupon it was proposed, since they had been prevented landing in the Frith of Forth, that they should try if they could reach Inverness, and land there, to which the pretender readily agreed, and they actually set sail, and steered a whole day northwards, with a favourable wind, but at night there arose a strong contrary wind, which continued all the next day with great violence; and they having no pilots to guide them, and fearing many other inconveniences, resolved to return to Dunkirk, where they arrived on the 7th day of April, N.S*.

About the middle of the summer, a resolution was taken to make a descent on, or at least to alarm, the coast of France, by way of retaliation for the affront so lately offered us; and Sir George Byng, as admiral, and lord Dursley, as vice-admiral of the blue, were appointed to carry the scheme into execution. Accordingly, Sir George sailed from Spithead on the 27th of July, with the fleet and transports, having the troops on board intended for a descent, commanded by lieutenant-general Earle, and the next day came to an anchor off Deal. The 29th they stood over to the coast of Picardy, as well to alarm as to amuse the enemy, and, at the same time, to be ready for further orders. The 1st of August the fleet sailed again, and anchored the next day in the bay of Boulogne, where they made a feint of landing their troops: on the 3d they stood in pretty

* Biographia Britannica. Art. Byng, note B.

near the shore, to observe the condition of the enemy: on the 4th they weighed again, but came to an anchor about noon, in the bay of Estaples. Here a detachment of troops were landed; but the project on shore, which this descent was to have seconded, being laid aside, the troops were re-embarked.

In this manner they continued several days on the coast of France, creating the enemy inexpressible trouble; and indeed the true design of it was only to disturb the naval armaments on their coasts, and oblige the French court to march large bodies of men to protect their maritime towns, which necessarily occasioned a diminution of their army in Flanders.

The same year Sir George had the honour of conducting the queen of Portugal to Lisbon*, where a commission was sent him, appointing him admiral of the white, and her Portuguese majesty presented him with her picture set with diamonds, to a very great value.

In the year 1709, he was commander in chief of the fleet stationed in the Mediterranean, during which he attempted the relief of the city and castle of Alicante†; and at the same time meditated a design upon Cadiz. Nor is it to be imputed to him that both did not succeed; for he did every thing that could be expected from him, in order to render these important designs successful.

After his return from this expedition, he was appointed one of the commissioners for executing the office of Lord high-admiral; in which post he continued till some time before the queen's death, when, not falling in with the measures of those times, he was removed; but on the accession of

* Vol. III. p. 273.

† Idem, p. 274.

king George I. he was restored to that employment, and in the year 1715, on the breaking out of the rebellion, he was appointed to command a squadron in the Downs; with which he kept such a watchful eye on the French coast, seizing great quantities of arms and ammunition shipped there for the pretender's service, that his majesty, to reward his services, created him a baronet, presented him with a ring of great value, and gave him other marks of his royal favour*.

In the year 1717, he was sent with a squadron into the Baltic, on discovering that Charles XII. had formed a design of making a descent upon England; the particulars of which have been already mentioned†.

We are now to enter upon the most remarkable scene of action our admiral was ever engaged in, and which he conducted with equal honour and reputation to himself and the British flag. This was the famous expedition of the British fleet to Sicily in the year 1718, for the protection of the neutrality of Italy, and the defence of the emperor's possessions, against the invasion of the Spaniards, who had the year before surprized Sardinia, and had this year landed an army in Sicily. The circumstances of this expedition have been already related‡, we shall therefore here speak only to such particulars as personally concern our admiral.

The English squadron arrived on the first of August in the bay of Naples; into which the fleet, consisting of twenty-one sail, standing with a gentle gale drawn up in a line of battle, most of them capital ships, and three of them carrying flags, afforded such a spectacle as had never been seen in those parts before. The whole city was in a tumult of joy and

* Collins's Peerage. Biographia Britannica. † Vol. III. p. 377.
‡ Vol. III. p. 387, and seq.

exultation. The shore was crowded with multitudes of spectators, and such an infinite number of boats came off, some with provisions and refreshments, others out of curiosity and admiration, that the bay was covered with them. The viceroy count Daun, being ill with the gout, and having sent his compliments to the admiral, he went on shore, attended by the flag officers and captains in their boats, and was saluted, at his landing, by all the cannon round the city and castles: he was conducted to the court through an infinite throng of people, with the greatest acclamations of joy, and all the honours and ceremonies usually paid to a viceroy of that kingdom. Here the admiral entered into a conference with count Daun, from whom he learned, that the Spanish army, consisting of thirty thousand men, commanded by the marquis de Lede, had landed the 2d of July in Sicily, and had soon made themselves masters of the city and castles of Palermo, and of great part of the island; that they had taken the town of Messina, and were then carrying on the siege of the citadel, &c.

After the action off Cape Passano*, Sir George Byng, as soon as his whole fleet was re-assembled, dispatched his eldest son to England, who arriving at Hampton-court in fifteen days, brought the agreeable confirmation of what public fame had before reported, namely, the entire defeat of the Spanish fleet; upon the first news of which the king had written a letter to the admiral with his own hand, as follows:

* Vol. III. p. 338.

“ Monsieur le Chevalier BYNG.

QUOY que jen'aye pas encore receu de vós nouvelles en droiture, j'ay appris la victoire que la flotte a remportee sous vos ordres, & je n'ay pas voulu vous différer le contentment que mon approbation de vótre conduit vous pourroit donner. Je vous en remercie, & je souhaite que vous en temoigniez ma satisfaction à tous les braves gens, qui se sont distinguez dans cette occasion. Le Secrétaire d'Etat Cragge a ordre de vous informer plus au long de mes intentions mais j'ay voulu vous assurer moy même que je suis Monsieur le Chevalier Byng.

Vótre bon amy,

A Hampton-Court,
et 13 d'Aoust, 1718.

GEORGE R.”

In English thus.

“ Sir GEORGE BYNG.

ALTHOUGH I have received no news from you directly, I am informed of the victory obtained by the fleet under your command; and would not, therefore, defer giving you that satisfaction which must result from my approbation of your conduct. I give you my thanks, and desire you will testify my approbation to all the brave men who have distinguished themselves on this occasion. Mr. Secretary Craggs has orders to inform you more fully of my intentions; but I was willing myself to assure you, that I am,

Your good friend,

Hampton-Court,
August 23, 1718.

GEORGE R.”

In

In the mean time the admiral prosecuted his affairs with great diligence, procured the emperor's troops free access into the fortresses that still held out in Sicily, brought their Sicilian galleys from Malta, and soon after received a letter from the emperor, written with his own hand, accompanied with a picture of his Imperial majesty, set round with large diamonds, as a mark of the sense he had of the services rendered by his excellency to the house of Austria. The letter was as follows :

“ *Monsieur amiral & Chevalier BYNG.*

J'AY reçu avec beaucoup de satisfaction & de joye, par le porteur de celle cy la vôtre du 18^{me} d'Aout. Quand je sceus que vous etiez nommé de sa majesté le roy vôtre maître pour commandez sa flotte dans la Méditerranée, je conçeus d'abord toutes les bonnes esperances. Le glorieux succes pourtant les a en quelque maniere surpasse. Vous avez en cette occasion donne des preuves d'une valeur, conduite, & zele pour la commune cause tres singulier ; la gloire que vous en resulte est bien grande, mais aussi en rien moindre ma reconnoissance, comme vous l'expliquera plus le comte de Hamilton. Comptez toujours sur la continuation de ma reconnoissance & de mon affection envers priant Dieu qu'il vous ait en sa sainte garde.

A Vienne, ce 22^{me}
Octobre, 1718.

CHARLES.”

“ *Admiral Sir GEORGE BYNG,*

I HAVE received with a great deal of joy and satisfaction by the bearer of this, yours of the 18th of August. As soon as I knew you was named by the king, your master, to command a fleet in the Mediterranean, I conceived the greatest hopes imaginable from that very circumstance. The glorious success you have had,

bad, surpasses however my expectations. You have given upon this occasion, very singular proofs of your courage, conduct and zeal for the common cause; the glory you obtain from thence, is indeed great, and yet my gratitude falls nothing short thereof, as count Hamilton will fully inform you. You may always depend upon the continuance of my thankfulness and affection towards you; may God have you always in his holy keeping.

Vienna, September 22,
O. S. 1718.

CHARLES."

Early in the spring of the year 1719, we find our admiral very active in transporting the troops from Naples to Sicily; and the Imperial army was so well supplied with all necessaries from the fleet, that it may be truly said, the success of that expedition was as much owing to the English admiral as the German general, and that the English fleet did no less service than the Imperial army.

Sir George Byng, not content with procuring from Genoa every thing necessary for the recovery of Sicily upon his own credit, and at his own risk, went thither himself in order to forward the service.

He was received there with great honour and respect. At his arrival, the town saluted his flag with twenty-one guns, and his person with ten; and the republic sent off six deputies, three of the old and three of the new nobility, to compliment him upon his arrival. After a stay of about three weeks, he sailed with all the transports to Sicily, and arrived before Messina, October the 8th; which so elevated the spirits of the army, then besieging the citadel, that, upon the first sight of the fleet, they made a vigorous attack upon a half-moon, and carried it. The admiral, repairing ashore to the general's quarters, was embraced by him,

him, and all the general officers, with the most tender marks of affection and gratulation, the whole army being overjoyed to see a man who always brought them relief and success, and every good that attended them*.

In ten days after the admiral's arrival at Messina, the citadel surrendered to the Germans; after which, Sir George re-embarked a great part of the army, and landed them upon another part of the island; by which means they distressed the enemy to such a degree, that the marquis de Lede, commander of the Spanish forces, proposed to evacuate the island; which the Germans were very desirous of agreeing to, and sent to Vienna for instructions; but the admiral protested against it, and declared, that the Spanish troops should never be permitted to quit Sicily and return home till a general peace was concluded; and sent his eldest son to Vienna with instructions, if the Imperial court listened to the proposals of the Spanish generals, to declare, that his father could never suffer any part of the Spanish army to depart out of the island, till the king of Spain had acceded to the quadruple alliance, or till he received positive instructions from England for that purpose. In this Sir George certainly acted as became a British admiral; who, after having done so many services for the imperialists, might surely insist on their doing what was just with respect to us, and holding the Spanish troops in the uneasy situation they then were, till they gave ample satisfaction to the court of London, as well as to that of Vienna.

After this, the Spanish general laid a snare to disunite the admiral from the Germans, by proposing an agreement with him for a separate cessation of hostilities, but without effect. The marquis

* Biographia Britannica, Vol. II. p. 1095.

de Lede sent to the admiral a Spanish gazette, wherein was published a treaty of suspension of arms at sea, concluded at the Hague between the ministers of Great Britain, France and Spain; and therefore he proposed a separate cessation of arms, and protested against any violences the admiral should commit, contrary to the plain instructions of their sovereigns: but the admiral replied that he could pay no regard to a pretended convention, published in a foreign news-paper, and even in which there was a clause that nothing in it should derogate from what should be agreed between him and the marquis, for what concerned the Mediterranean Sea. That as the Spanish minister had signed the quadruple alliance ever since the 17th day of February last, it was strange the marquis had received no orders for treating about the evacuation of the island, which was the necessary consequence of it; and that as the time for doing this was elapsed, till he had security that the marquis really intended it, he could not agree to a suspension of arms. This was an adventurous proceeding in the admiral; for his instructions from England directed him to come to a suspension of arms with Spain, without staying for settling the terms of evacuation, which might take up time. But his penetration shewed him, that if a suspension took place at sea, the Spaniards might introduce what succour and troops they pleased into the island, which would overturn all that the allies had been doing, and if any impediments were thrown in the way of the negotiations, so that they could be broken off, the Spaniards would thereby be put in a better condition for prosecuting the war, and perhaps would be enabled to protract it another year. He was justly apprehensive of their artifices when he found that they took every advantage to evade the evacuation of the island; and therefore, as the convention for a cessation of arms

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at sea, signed at the Hague February 29, left him at liberty to treat as he thought proper, he determined to remain united to the Germans, which he prudently saw was the quickest way to bring the Spaniards to a compliance. The event justified his precaution, and his conduct received at home the approbation it merited*. Soon after, when the Germans, with the assistance of the admiral, had begun the siege of Palermo, near which the Spaniards lay encamped; and just as the two armies were upon the point of engaging, a courier arrived in that lucky instant from Spain, with full powers for the Spanish general to treat and agree about the evacuation of Sicily and Sardinia, in consequence of the king of Spain's acceding to the quadruple alliance; upon which the two armies were drawn off, a suspension of arms agreed on, the Germans put into possession of Palermo, and the Spaniards embarked for Barcelona; and the admiral, after he had settled all affairs in Sicily, sailed in August, 1720, to Cagliari in Sardinia, where he assisted at the conferences held with the ministers and generals of the several powers concerned; wherein was regulated the manner of surrendering the island by the Spanish viceroy to the emperor, and the cession of the same from the emperor to the duke of Savoy; and, at the instance of this prince, the admiral did not depart, till he had seen the whole fully executed, the Spanish troops landed in Spain, and the duke of Savoy put into quiet possession of his new kingdom of Sardinia in exchange for Sicily, according to the quadruple alliance: in all which affairs the admiral arbitrated so equally between them, that even the king of Spain expressed his entire satisfaction in his conduct to the British court; and his

* Biographia Britannica. Art. Byng, note S.

behaviour was so acceptable to the duke of Savoy, that his acknowledgements to him were accompanied with his picture set in diamonds.

Thus ended the war of Sicily, wherein the British fleet bore so illustrious a part, that the fate of the island was wholly governed by its operations, both competitors agreeing, that the one could not have conquered, nor the other have been subdued without it. Never was any service conducted in all its parts with greater zeal, activity, and judgment; nor was ever the British flag in so high reputation and respect in those distant parts of Europe. The late king, who had named the admiral for that expedition, and knew his abilities, used to say to his ministers, when they applied for instructions to be sent to him for his direction on important occasions, that he would send him none, for he knew how to act without any; and indeed, all the measures that he took abroad were so exact and just, as to square with the councils and plan of policy at home*.

In our relation of this expedition we have entirely followed the account of it published in 1739. and have by a bare recital of facts, without further enquiries, shewn how well Sir George Byng executed his instructions; for in this consists the merit of an admiral, and for which alone he is answerable, and not at all for the rectitude of these instructions. If this be not granted, we must never expect to be well served at sea; since the admiral, who takes upon him to interpret his instructions, will never want excuses for his conduct, be it what it will; and, if this be once granted, Sir George Byng must be allowed to have done his duty as well as any admiral ever did; for to his conduct it was entirely

* Biographia Britannica, Vol. II. p. 1097.

owing,

owing, that Sicily was subdued, and his Catholic majesty forced to accept the terms prescribed him by the quadruple alliance. He it was, who first enabled the Germans to set foot in that island; by him they were supported in all they did; and by his councils they were directed, or otherwise had been expelled the island, even after the taking of Messina*. The cause of the emperor being become the cause of his master, our admiral served the interest of that prince with a zeal and fidelity as exhibited a pattern to his own subjects. He lived in such harmony with the Imperial viceroys and generals, as has been seldom seen among fellow subjects united in command; the want of which has proved the ruin of many important expeditions. He was incapable of performing duty in a cold or negligent manner, and, when any service was committed to his management, he devoted his whole application to it; nor could any fatigue, or indisposition of body, ever divert or interrupt his attention from any point that required present dispatch. To this it might be in a great measure owing, that he was never unfortunate in any undertaking, nor miscarried in any service intrusted to his direction. For whoever will trace public or private events to their source, will find (except where the immediate finger of providence is visible) that what is ascribed to chance is generally the effect of negligence or imprudence. He always proceeded upon solid principles, and left nothing to fortune that could be accomplished by foresight and application. His firmness and plain dealings to those foreigners who treated with him upon business, were such, that it contributed greatly to the dispatch and success of his transactions with them; for they could depend

* Campbell's Lives of the Admirals, Vol. IV. p. 462.

upon what he said; and as they saw he used no arts or chicanes himself, and had too discerning an eye to suffer them to pass unobserved in others, they often found it their best policy to leave their interests in his hands, and to his management, being certain of a most impartial and punctual performance of whatever he engaged in. His reputation was so thoroughly established in this particular, that in the frequent disputes and altercations, that arose between the Savoyards and Germans, during the course of the war, and between the latter and the Spaniards at the conclusion of it, he was the common umpire between them, always shunning and opposing any extravagant or unjust demands, and reconciling, as much as possible, the violence of war, with the rules of honour and justice*.

After performing so many signal services, the admiral departed from Italy, to attend his sovereign, who was then at Hanover. The reception he met with from that discerning prince has been already related†. No wonder that a man endowed with such talents, and such a disposition, left behind him in Italy, and other foreign parts, the character of a great soldier, an able statesman, and an honest man.

During his majesty's stay at Hanover, he began to reward the eminent services of Sir George Byng, by making him treasurer of the navy, and rear admiral of Great Britain; and, on his return to England, one of his most honourable privy council‡.

In the year 1721 he was created a peer of Great Britain, by the title of viscount Torrington and baron Byng of Southill in Devonshire.

* Account of the Expedition to Sicily, p. 195, 196.

411.

† Vol. III.

‡ Collins's Peerage, Vol. VI. p. 310. Edit. 1768.

The preamble to his lordship's patent is as follows :

" As the grandeur and stability of the British empire depend chiefly upon knowledge and experience in maritime affairs, we esteem those worthy of the highest honours, who, acting under our influence, exert themselves in maintaining our dominion over the sea. It is for this reason that we have determined to advance to the degree of peerage our trusty and well-beloved counsellor Sir George Byng, knt. and bart. who being descended from an ancient family in Kent, and educated from his youth in the sea-service, hath through several posts arrived to the highest station and command in our navy, by the strength of his own abilities, and a merit distinguished by our predecessors, and ourselves, in the many important services, which he has performed with remarkable fidelity, courage and success. In the late vigorous wars, which raged so many years in Europe, wars fruitful of naval combats and expeditions, there was scarce any action of consequence wherein he did not bear a principal part, nor were any dangers or difficulties so great, but he surmounted them by his exquisite conduct, and a good fortune that never failed him. Particularly when a storm was gathering in France, and it was uncertain upon what part of the coast it would fall, with wonderful sagacity and diligence he flew to the very place of danger, rescuing our capital city of Scotland from the imminent attack of a French squadron, which had many rebels, and numerous forces, on board ; and by his very appearance defeated the vain hopes of the enemy, compelling them to relinquish their disappointed enterprize, and to seek their safety by a flight towards their own ports, attended with loss. With no less vigilance he repressed, not long since, the like machinations of the same traitors in the ports of France, who were

so disconcerted at his presence, as to abandon the schemes they had projected; for which prudent service we conferred on him the dignity of baronet, the first mark of our royal favour. Moreover, lately, when new contentions were springing up in Italy, and the discord of princes was on the point of embroiling Europe again in war, he did, with singular felicity and conduct, interpose with our squadron, crushing at one blow the laboured efforts of Spain to set up a power at sea, and advanced the reputation of our arms in the Mediterranean to such a pitch, that our flag gave law to the contending parties, and enabled us to resettle the tranquillity that had been disturbed. "It is just, therefore, that we should distinguish with higher titles a subject who has so eminently served us and his country, both as monuments of his own merit, and to influence others into a love and pursuit of virtue."

Know ye therefore, &c.

In 1725 he was installed one of the knights companions of the Bath, on the revival of that most ancient and honourable order.

In 1727, his late majesty, on his accession to the crown, placed him at the head of his naval affairs, by making him first lord commissioner of the admiralty, in which high station he breathed his last, at his house in the admiralty, of an asthma, on the 17th of January 1732-3, in the seventieth year of his age, and was buried at Southill in Bedfordshire.

His lordship married in 1691, Margaret daughter of James Master, of East Langden in the county of Kent, esq; and by her ladyship, (who died on March 30, 1755, having attained a great age, and happily exempt from the knowledge of the tate, which soon afterwards befel one of her sons) had eleven sons and four daughters, of which those that survived him

were ;

were; Pattee, second viscount Torrington; George, third viscount Torrington; (whose son, George, now possesses the title) Robert, born in 1703; chosen member of parliament for Plymouth in 1727; appointed one of the commissioners for his majesty's navy in 1731; and in 1739, governor of Barbadoes, where he died in 1740; John, born in 1704, and brought up in the sea-service, and who unfortunately fell a sacrifice to national discontents in 1757; Edward, born in 1706 and bred to the army; when his brother the admiral was brought home prisoner, he went to visit him, and was so affected at his situation, that he expired on board the Antelope at Portsmouth, on July 29, 1756. His lordship's only surviving daughter was Sarah, married to John, the eldest son of Sir John Osborne, of Chicklands in the county of Bedford, bart. by whom she had one son, Sir D'Anvers Osborne, bart. married in 1740 to the lady Mary Montagu daughter of George, the Second earl of Halifax.



CHAP. II.

Naval Transactions from the breaking out of the War with SPAIN to the Declaration of War against FRANCE in 1744.

Character and Views of the British Ministry at that Time—Strength and Distribution of the Navy—Act of Parliament permitting the Employment of Foreign Seamen—Projected Expeditions against the Spanish Settlements—Porto-Bello reduced by Admiral Vernon—Seamen and Supplies voted by Parliament—Marriage of the Princess Mary to Prince Frederic of Hesse Cassel—Death of Frederic II. King of Prussia—Death of the Emperor Charles VI.—Bombardment of Carthagena—The Castle of St. Lorenzo capitulates—Meeting of Parliament and Supplies voted for 1741—Navy Debt at the End of 1740—Act for the more effectual manning of the Navy strongly opposed—Declining Power of Sir Robert Walpole—Bill brought in to prohibit the Practice of insuring Enemies' Ships—The Parliament and the City of London vote Thanks to Admiral Vernon—List of the Navy in 1741—Sir Chaloner Ogle sent to re-inforce Vernon in the West-Indies—Attack on Carthagena—Bocca-chica Castle invested by Sea and Land—Death of Lord Aubrey Beauclerc—Attack directed by Brigadier Blakeney—Spanish Ships destroyed—Mancinillo Fort dismantled by the Spaniards—The Castle of Castello grande taken by Captain Knowles—St. Lazar Fort attacked—Resolution of a Council of War to abandon the Enterprize—Attack upon Cuba—Operations of the Fleet in the Channel and Mediterranean

terranean—Gallant conduct of Captain Ambrose—The Parliament dissolved and a new one called—Resignation of Sir Robert Walpole—Seamen and Supplies for 1742—Bounty given to British and Irish Linen exported—Charter to the Bank of England renewed—The crime of Forgery made capital—Bounty to Seamen—Attempt to explore a North-West Passage—Commotions on the Continent—Don Carlos, King of the Two Sicilies compelled to enter into a Neutrality—Five Spanish Gallies burnt in a Harbour of Province—The Towns of Mataro and Palamos bombarded—Spanish Magazines destroyed at St. Remo—Gallant behaviour of British Commanders—Courts-martial held on several Captains—Transactions in the West-Indies—Conduct of the New Ministry—Captain Knowles attacks La Guira and afterwards Porto Cavallo—Rich Spanish Register Ship taken—Death of Sir Charles Wager—The King of Great Britain defeats the French at Dettingen—Commodore Anson's Voyage Round the World—Supplies for the Year 1744—Design of France to assist the Pretender frustrated—War declared against France, COMMERCIAL EVENTS—Regulation of the Paper Currency of North America—Value of the Paper Currency in the American Colonies—Number of Ships employed in the Tobacco Trade to Virginia and Maryland—Vast Increase of the Linen Manufactures of Ireland—Prosperous State of the French East-India Company—Renewal of the English East-India Company's Charter to 1780.

IT has been well remarked, that in a nation like Great Britain, in which arts, arms and commerce are cultivated, war at certain intervals proves beneficial to the state; as it turns the current of wealth from the industrious to the enterprizing. Thereby all orders of men find encouragement in their turns,

and the nation becomes composed of individuals, some of whom have skill to acquire property, whilst others have courage to defend it. A long interval had now elapsed, since the treaty of Utrecht had restored peace to Europe; the short and unimportant war with Spain, and the commotions in the north, very little affected the essential interests of Great Britain, and were inconsiderable interruptions to its tranquillity. Now the scene changed, the dictatorial haughtiness of Spain and the commercial spirit of Britain were incompatible; negotiation was found inadequate to the purpose of adjusting differences, which arose from the jarring interests of two powerful kingdoms. In such cases each party confidently boasts the justice of its cause, and appeals to all the world for a confirmation of its assertions; but in the disputes of princes, fleets and armies are the best civilians, and can alone establish or confute the principles laid down in manifestoes and rescripts.

When the war with Spain broke out, the ministry was not composed of men distinguished for such talents as are best suited to direct the force of a great nation. In order to give full efficacy to the operations of war, it is necessary that the plans concerted in the cabinet, should be dictated by that kind of wisdom, which is formed by long experience, and if a languor prevails in bringing forward such designs, the public service is not likely to be promoted, however judiciously they might originate. Sir Charles Wager indeed presided at the admiralty-board, with great credit to himself and benefit to the nation; as his life had been passed in a continual course of active services, so his advanced years made him now the fittest man to direct what others should do, and the manner in which it should be done; but his authority was checked and controuled by the other great officers of state. Sir Robert Walpole and the duke of



S^R CHA^S WAGER, KN^T

Admiral of the White & first Lord of the Admiralty.

Died 1743 Aged 77.

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of Newcastle enjoyed all the power which the confidence of their sovereign could impart; the first was shrewd, sagacious, and indefatigable, whilst pursuing his pacific system. No minister before his time, had ever so openly and uniformly struck at the root of all public virtue, by purchasing from the representatives of the people an implicit concurrence in his measures. His abilities as a financier, and even as a legislator must be acknowledged to have been distinguishing, but posterity ought to execrate the memory of that man, who, to gratify his insatiable thirst of power, made corruption constitutional in the nation. A minister, who in checking vice and profligacy, knows how to render them subservient to the purposes of government, deserves commendation, but he that makes them the pillars on which his fabric of power rests, is no better than a Machiavel in politics. The object of those in power should be to promote good morals among the people, if, instead of attending to that, their influence takes a contrary direction, every one who views the transactions of the world with a philosophic eye, will not scruple to rank such statesman among the most pernicious of the human race. The duke of Newcastle was a man of very circumscribed abilities, and neither versed in foreign nor domestic politics. His parliamentary interest was very great, and a zeal for the house of Hanover, as it had led him to render essential service to the protestant succession, so it had made him a minister in nature's despite.

At the time we are now speaking of, one hundred and seven ships of war were actually in commission; twenty-six of which were in the West-Indies; twenty-two in the Mediterranean; fifty-five at home, and four on various cruises. The compliment of men on board this fleet was upwards of twenty-two thousand*. For the better supply of

* Berkley's Naval History, p. 663.

seamen to serve in British ships of war, and also on board of merchantships and privateers, an act of parliament was passed, whereby free leave was given, during the continuance of the war, for vessels in the merchant's service, to be navigated by any number of foreign seamen, not exceeding three fourths of the ship's company; and such foreign seamen serving on board British ships, either of war, trade, or privateers, for the space of two years, were thereby to be afterwards deemed natural-born subjects, under certain restrictions, whereby they were rendered incapable of holding places of trust or honour, civil or military, or of having any grant of lands, &c. And by this act, the king, his heirs, and successors, were empowered in any future war, by proclamation during such war, and no longer, to permit the like number of foreign seamen to serve in merchant-ships or privateers, as well as in ships of war.

By another act passed during the same session, all seamen at the age of fifty-five years or upwards, and all such as have not attained the age of eighteen years, and also all foreigners serving in British ships, are exempted from being impressed into his majesty's service: and persons of any age using the sea, were thereby also exempted from being impressed for the first two years of their being at sea; as were all sea-apprentices for the first three years of their apprenticeship.

Designs were now formed to annoy the Spaniards in their remote possessions; and as they drew all their wealth from those sources, every blow which might be struck there, would be most sensibly felt by that nation, and weaken their ability for maintaining the war. For this end two squadrons were ordered to be got ready; one of which was to be commanded by captain Anson of the *Centurion*, a sixty gun ship,

the

the other by captain Cornwall. The squadron under Mr. Anson was to take a regiment of foot on board, with three independent companies, to be commanded by colonel Bland, to set sail with all possible expedition, and not call at any place till they reached Java-head in the East-Indies, and there stay no longer than to take in water, and afterwards proceed to Manilla in Luconia, one of the Philippine islands belonging to the Spaniards. Captain Cornwall's squadron was to be of equal strength with the former, and to pass round Cape Horn, directly into the South-Seas, to range along that coast, and attempt the Spanish settlements there, if practicable. In its return it was to rendezvous at Manilla, there to join the squadron under captain Anson. Here they were to refresh their men, refit their ships, and perhaps receive orders for other considerable enterprizes*.

Whilst those remote parts of the world were destined to suffer the horrors of war, the squadron under admiral Vernon was to attack the Spaniards on the eastern side of the isthmus of Darien, whilst commodore Cornwall on the western side was to endeavour the reduction of Panama. Should these conjunct expeditions prove successful, the treasures of the western world would be transferred to new possessors; but a scheme of such magnitude was not likely to be carried into effect by such a ministry; accordingly after some months had been employed in fitting out the respective squadrons, the design of sending out captain Cornwall was totally laid aside, and the same end was proposed to be answered by the expedition, to be undertaken by captain Anson. But the impediments that were thrown in the way of his sailing, occasioned so much time to be lost, that the commander and all who served under him, seemed to be

* Anson's voyage.

men devoted to destruction, rather than, (as was at first imagined) a favoured band, destined to a service, by which the most essential advantages might be derived to their country, and immense wealth be obtained by each individual. It was not until the 28th day of June 1740, that the duke of Newcastle, principal secretary of state, delivered to commodore Anson his majesty's instructions, which were dated the 31st day of January, 1739-40. These he had no sooner received than he repaired to Spithead, in order to proceed immediately to sea, but he found his ships so badly manned, that another month was lost before he could be in any measure supplied. An order from the board of admiralty had been sent to Sir John Norris, directing him to provide the commodore with such seamen as he wanted. Sir John had sailed to the westward, and admiral Balchin who succeeded to the command at Spithead, sent only one hundred and seventy men instead of three hundred, and of these thirty-two were from the hospital and sick quarter, and ninety-eight were marines.

But the commodore's mortification did not end here, the regiment of foot and independent companies which had been proposed to embark with him, were now countermanded, and all the land forces that were to be allowed, were five hundred invalids, to be collected from the out-pensioners of Chelsea college. As these out-pensioners consist of soldiers, who, from their age, wounds, or other infirmities, are incapable of service in marching regiments, Mr. Anson was greatly chagrined at having such a decrepid detachment allotted him; for he was fully persuaded that the greatest part of them would perish long before they arrived at the scene of action, since the delays he had already encountered necessarily confined his passage round Cape Horn to the most rigorous season of the year. Sir Charles Wager too joined in

opinion

opinion with the commodore, that invalids were no ways proper for this service, and solicited strenuously to have them exchanged. But he was told, that persons who were supposed to be better judges of soldiers than he or Mr. Anson thought them the properest men that could be employed on this occasion: and, upon this determination, they were ordered on board the squadron. Instead of five hundred, there came on board no more than two hundred and fifty-nine: for all those who had limbs and strength to walk out of Portsmouth deserted, leaving behind them only such as were literally invalids, most of them being sixty years of age, and some of them upwards of seventy. Indeed, it is difficult to conceive a more moving scene than the embarkation of these unhappy veterans: they were themselves extremely averse to the service they were engaged in, and fully apprised of all the disasters they were afterwards exposed to; the apprehensions of which were strongly marked by the concern that appeared in their countenances, which was mixed with no small degree of indignation, to be thus hurried from their repose into a fatiguing employ, to which neither the strength of their bodies nor the vigour of their minds were any ways proportioned; and where, without seeing the face of an enemy, or in the least promoting the success of the enterprize, they would in all probability uselessly perish by lingering and painful diseases; and this too after they had spent the activity and strength of their youth in their country's service.

To supply the place of the two hundred and forty invalids which had deserted, as is mentioned above, there were ordered on board two hundred and ten marines detached from different regiments. These were raw and undisciplined men; for they were just raised, and had scarcely any thing more of the soldier than their regimentals, none of them having been

been so far trained as to be permitted to fire. The last detachment of these marines came on board the 8th of August, and on the 10th, the squadron sailed from Spithead to St. Helen's, there to wait for a wind to proceed on the expedition. And here we shall leave Mr. Anson to prosecute his long and perilous voyage, intending to give a general outline of it upon his return. The expedition under admiral Vernon is next to be spoken of.

We have already taken notice of the sailing of this officer*. The ships he carried out with him to the West-Indies were:

	Captains.	Men.	Guns.
The Louisa	Waterhouse	420	60
Worcester	Mayne	480	70
Burford	Watson	500	70
Strafford	Trevor	400	60
Norwich	Herbert	300	50

It was on the 23d day of July 1739, that admiral Vernon sailed with his squadron from Spithead; he arrived at Antigua on the 29th day of September, and on the 12th day of October at Port Royal, in Jamaica, where, on the 28th, he was joined by commodore Brown, in the Hampton-court.

Being now in sufficient force to attempt something against the Spanish settlements, means were used to gain intelligence which of them was most proper to attack. In the beginning of September, captain Stapleton in the Sheerness, had taken Don Pedro Ellstagaritta, captain to the Spanish admiral, and who remained a prisoner at Jamaica. Him our admiral proposed to exchange for the agents to the South-Sea Company, whom the Spaniards had imprisoned. This exchange served as an excuse for sending in a flag of truce, by means of which, the condition of the Spanish fortresses could be known.

Every

Every method being practised to procure certain intelligence of the enemy, it was at length known, that the galleons were destined to assemble at Carthagena, in order to proceed to Porto Bello, and open the annual fair at that place, the money having been brought from Panama some time before.

This intelligence determined the admiral to make his attack upon Porto Bello. He therefore procured the best pilots in the island for this expedition; and the governor of Jamaica, sensible of the great importance of the intended service, especially in distressing the enemy, gave him what supplies of soldiers he could spare, and captain Newton, an experienced officer, to command them.

In the mean time three ships sent to the coast of the Caraccas, arrived in port without effecting any thing, having had bad pilots, the ground being foul, the weather tempestuous, and the Languira shore so strongly fortified, as to render it, with the small force they had with them, impracticable; only captain Knowles took a ship, on board of which were seventy-four thousand pieces of eight, and cloathing for the garrison of St. Augustine.

Every thing being now got ready for sailing, the admiral left instructions for the Windsor, then on a cruize, and the Diamond which was cleaning, to follow him with all convenient speed, in case of his meeting with a superior force; he appointed a convoy for the homeward bound trade, and stationed a ship to windward, in order to protect that coming from England.

The admiral sailed on the 5th day of November*, with the five ships which he brought from England, to which the Hampton-court was added. On the 20th in the evening, he came within sight of Porto Bello, having been so long delayed on his passage by contrary winds. There being but little wind that

* A. D. 1739.

evening, though a very great swell, he anchored for the night six leagues off the shore, being apprehensive of driving to the eastward of the harbour. And here it may be proper, before we enter upon the attack, to give some account of the place.

The town stands on the north side of the isthmus of Darien, which running from east to west, betwixt the North and South-Seas, joins the two continents of North and South America. It is seventy miles from Panama, which lies on the south side of the isthmus. Porto Bello has a convenient bay about a mile deep, with good anchorage and shelter for ships; it is near half a mile broad at the mouth of the harbour. At the entrance of the north side of the bay, close by a steep rock, stood a strong castle called the Iron castle, mounting seventy-eight great guns, with a battery beneath, parallel with the water, of twenty-two guns, the castle and fort having a garrison of three hundred men. On the opposite side of the bay, about a mile farther up, on an eminence, stood Gloria castle, consisting of two regular bastions toward the sea, mounting ninety guns, with a curtain between of twenty-two guns, besides a line of eight guns pointing to the mouth of the harbour, the whole defended by four hundred men. A little above this castle, near the other end of the town, on a point running into the bay, stood fort St. Jeronimo, a sort of quadrangular redoubt, strongly built, well planted with cannon, and properly defended. Under the cannon of Gloria castle and fort St. Jeronimo, all the ships in the harbour rode at anchor; and this defence, with the guns on the Iron castle, rendered the entrance of the harbour extremely difficult. At the bottom of the harbour lies the town of Porto Bello, built along the shore in the shape of a half moon; it is long and narrow, with two main streets besides that run a-cross, and a small parade in the middle of the town surrounded

rounded with pretty good dwellings; the whole number of houses amounts to about five hundred, two churches, a treasury, custom-house, and an exchange. The east side is low and swampy, and the sea at low water leaves the shore within the harbour a great way bare from the houses. The bottom here being a blackish filthy mud, is very fetid, and occasions noxious vapours by reason of the heat of the climate, the place lying in the tenth degree of north latitude: hence also it is but thin of inhabitants, except at the time of the fair, which alone raises the reputation of the place, it being the market through which is an annual circulation of all the wealth of Peru, and the manufactures of Europe. It was taken by the Buccaneers in 1688, but afterwards being re-fortified more strongly, it had for some time been reckoned impregnable; so that it was formerly given out that a Squadron of ships, and at least eight thousand men could not take it, when the British ships lay rotting, and its sailors dying away at the Bastimentos: though admiral Vernon had asserted in the house of commons, that he would take it with "only six ships of war."

Commodore Brown in the Hampton-court led the attack with great bravery; he was well supported by captain Herbert in the Norwich, and captain Mayne in the Worcester. Upwards of four hundred shot were fired at the Iron fort. The admiral perceived that the Spaniards had quitted several parts of the fort; whereupon he made signal for the boats, in which were about forty sailors, with a company of marines and their officers, to land with all imaginable expedition, whilst he was coming up to the fort to batter it. The admiral luffing up as near the fort as he conveniently could, was saluted with a whole volley, every shot of which almost took place; one beat away the stern of his barge, another shivered a large gun on his upper deck, a third went through

his fore top mast, and a fourth passing through the awnings within a few inches of the main-mast beat down the barricado of the quarter deck not far from where the admiral stood, killed three men, and wounded five more, the Spaniards all this time vainly imagining that they could sink the whole squadron; yet this was so far from intimidating our sailors, that they returned the salute so effectually, that though the enemy discharged a few more shot, they did us afterwards no considerable damage: for the fire of the admiral's small arms scoured the lower batteries of the Spaniards, driving them from thence where they could do most execution; and by this means also our men were secured in landing; which, as the Spaniards afterwards owned, was the principal occasion of their abandoning their lower batteries; the small shot from the ships which had before passed them not at all reaching, though their cannon had beat down some of the upper part of the fort. As the boats came near the admiral, he called out to them to land directly under the walls of the fort, in the front of their lower batteries, though no breach had been made. Yet this happily answered expectation; for they all landed safe except two soldiers who were killed by the small arms from the castle. Upon this some seamen scaling the walls, which they chiefly performed by one man setting himself close under an embrasure, whilst another climbed upon his shoulders, they entered under the mouth of a great gun, which struck such a general panic into the Spaniards, that the officers and men at the lower battery, fled farther up into the fort, after they had first hung out a white flag for capitulating, which the admiral answered with another; but such was the eagerness of his own men, and those on board the *Straford*, which followed him, that it was a good while before he could stop them from firing.

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In the mean time the seamen who had climbed up the walls of the lower battery, having first struck the colours, afterwards drew up the soldiers, upon which the Spaniards who had retreated into the castle surrendered at discretion; of these, only five officers and thirty-five men remained out of three hundred, the rest having been killed, wounded, or made their escape. After finding all their efforts of resistance prove ineffectual, they shut themselves up in a strong lodgement, but upon our men firing a gun through the door, they soon opened it and begged for quarter.

The ships which had gone in before the admiral fell so far to leeward, that they were not within sight of the Gloria castle; but the admiral's own ship lying open to it, they kept firing one of their largest guns at him till night, but did little or no execution, and all the damage he received was one shot, which went through the head of his fore-top-mast just above the rigging.

The admiral finding that the Spaniards continued their fire, tried some of his lower tier, which being new guns, answered to admiration, carrying over Gloria castle into the town, none of the shot falling short, one shot went through the governor's house, some through several other houses, and one sunk a sloop under the castle.

This successful beginning was attended with the loss only of three men killed besides five more wounded in the admiral's own ship, the like number of killed and wounded on board the Worcester, and one man had both legs shot off on board the Hampton-Court: none were killed or wounded in the rest of the squadron, and only two soldiers were shot at the first landing*.

* Berkley's Naval History, p. 679.

The

The next morning, being the 22d day of November, the admiral went on board the Hampton Court, commodore Brown, in order to call a council of war, and give the necessary directions for warping the ships up in the night to attack Gloria castle, as it would have been impracticable to attempt it in the day time. But in this he was prevented by the enemy's hoisting a white flag, and sending a boat with a flag of truce to the admiral, and the conditions signed on which they desired to capitulate, viz. That the governor would deliver up all the fortifications; provided they might be allowed to march out with the honours of war, have an indemnity for themselves, the town, and the inhabitants, and be permitted to keep all the ships in the harbour. This last article could not by any means be admitted; the admiral being resolved to have the ships which had done the English merchants all the injuries they complained of on these coasts. Accordingly he drew up the articles on which he was willing to grant a capitulation to the Spaniards, and sent them back to the governor, allowing him only a few hours to take his resolution. But within the time limited, the conditions offered were accepted.

Before night the admiral sent captain Newton, who commanded the detachment of soldiers from Jamaica; with about one hundred and twenty soldiers, who took possession of Gloria castle and Jeronimo fort, being the two remaining fortresses untaken which defended the harbour; the former lying below the town, and the other above it.

In the harbour were two Spanish men of war of twenty guns each, together with a snow, the crews of which upon seeing the regular and bold attack made on the Iron fort, and despairing of being able to defend themselves, fell to plundering the town
in

in the night of the twenty-first, and committed great outrages on the inhabitants.

From the several fortresses the admiral took on board his squadron, forty pieces of brass cannon, ten field pieces, four mortars, and eighteen patteraroes all of the same metal, and rendered unserviceable above eighty iron cannon by knocking off their trunnions and spiking them up: he also took on board all their shot and ammunition, except one hundred and twenty-two barrels of powder, which he expended in springing of mines, by which all the fortifications of the town were blown up and entirely demolished, and the harbour left open and defenceless.

Ten thousand dollars which had arrived for paying the Spanish troops at Porto Bello, falling into the admiral's hands, he distributed them among the forces for their encouragement.

Strict attention was given by the admiral to prevent the inhabitants suffering in their persons or effects: orders were delivered out to all the captains of the squadron, to suffer no boats to go ashore, but with an officer, for whose conduct they would be responsible. As the most effectual means of preventing outrages, punishment was not only denounced against offenders, but it was declared, that such should be deprived of their share of the several captures, which were secured, as a reward for their gallant behaviour.

On the 27th, the admiral was joined by the Diamond, captain Knowles; and on the 29th, by the Windsor, captain Berkley, and the Anglesea, captain Reddish.

The principal engineer in directing the mines, was captain Knowles of the Diamond, assisted by captain Boscawen, (who had desired to serve in this expedition as a volunteer, his own ship, the Shoreham, being

being unfit for sea) and by Mr. Barnes, purser of the Worcester, who having been an officer in the army, was very useful on this occasion. Commodore Brown had the chief direction of all that was to be done at Gloria castle and St. Jeronimo fort; and captain Watson, of the admiral's own ship the Burford, took care of the execution of all that was to be done at the Iron fort, where the walls of the lower battery, consisting of twenty-two guns, were nine feet thick, and of a hard stone cemented with fine mortar, that it was remarkably difficult to make any impression in it for forming a mine.

On the 6th of December, captain Stapleton returned from his cruize off Carthagena, having taken two vessels laden with stores and provisions going to that place.

During admiral Vernon's stay at Porto-Bello, he sent a letter to the president of Panama, demanding the releasement of the factors, and servants belonging to the South-Sea Company, who were confined at that place, together with the restitution of their own personal effects, as well as those of the aforesaid company. In consequence of this message the president sent an officer with Mr. Humphrys and Dr. Wright, factors, and also with the servants of the company, who were delivered to the admiral at Porto Bello.

Thus the fortifications of that place were demolished. And though the admiral was not able to push his conquests farther up the country, yet the national advantage arising from what he had already done was very considerable, particularly as the traders of Jamaica had now a fair opportunity of opening an extensive commerce with the Spaniards, who were fond of clandestinely conveying their money from Panama over the isthmus.

The

The principal point now remaining was, to distress the galleons in Carthagena, by preventing them from receiving any supplies of naval stores and provisions, which they greatly wanted; the admiral therefore, on the 11th of December, ordered captain Knowles, in the *Diamond*, to accompany the squadron till their arrival off Carthagena, and then to cruise before that port, in order to intercept any supplies, and observe the motions of the galleons.

On the 13th day of December, the admiral sailed, with his squadron, from Porto Bello, on his return to Jamaica; and having reason to conclude, from intelligence given him by captain Reddish, that the Ferrol squadron might be, by that time, in those seas, on the 15th the admiral gave orders to all the captains, not on any account to hazard losing company with the flag; and that in case of separation, the first place of general rendezvous for twenty-four hours, should be under Point a Canoe; but not seeing any thing of the admiral in that time, they were to make the best of their way for the next place of general rendezvous, namely, Port-Royal. The admiral being off Carthagena, on the 28th, dispatched for England captain Renton, in the Spanish snow, called the *Triumph*, with the news of his success at Porto Bello. His squadron, though afterwards dispersed by hard gales, and receiving damage in their masts and rigging, at last all joined the admiral at Port-Royal.

On the 13th day of March 1739-40, captain Renton arrived in England with his dispatches from admiral Vernon. This signal success was no sooner made public, than bonfires blazed in every street, and the houses were illuminated: the lords and commons joined in an address of congratulation upon this success of his majesty's arms. The commons gratified every wish of the crown in voting supplies: thirty-

five thousand seamen were ordered for the service of the ensuing year, and their pay to be four pounds a man per month, for thirteen months; one hundred and eighteen thousand two hundred and fourteen pounds one shilling, was voted for maintaining six regiments of marines, consisting of four thousand eight hundred and ninety men, commission and non-commission officers included. The total grants, for the service of the year 1740, amounted to three million eight hundred and seventy-four thousand seventy-six pounds three shillings and seven-pence three farthings*. A proclamation was issued, offering a bounty of two guineas to every able-bodied seaman, and thirty shillings to every ordinary seaman, that should enter on board any of his majesty's ships.

The king communicated to the house his intentions of marrying the princess Mary to prince Frederick of Hesse Cassel; on which the commons unanimously granted forty thousand pounds for her fortune; and in May the ceremony of the marriage was celebrated by proxy; the duke of Cumberland representing the prince of Hesse; and in June the princess embarked for the continent. In June also died Frederick William, king of Prussia, who was succeeded by Frederick, his eldest son, who afterwards distinguished himself as a warrior and legislator, and is still seated on the throne.

The force of the British arms was chiefly directed against the West-India settlements of the Spaniards, and the reduction of Porto Bello was considered only as an earnest of more decisive success in that quarter of the world. The Spaniards had equipped a considerable squadron at Ferrol, with a design to send it to America, to check the progress of the British arms. To prevent the sailing of this fleet, Sir John

* Annals of Europe, for 1740.

Norris was sent with a superior one, with instructions either to block it up in port, or to pursue it if it had sailed. In this expedition the duke of Cumberland served as a volunteer. A long continuance of contrary winds prevented the admiral from clearing the Channel; so that the Spanish fleet, after having been joined by some French men of war, got out to sea, and proceeded to the West-Indies.

Meanwhile commissions had been issued for raising a regiment of four battalions in the English colonies in North America, which were to be transported to Jamaica, where the forces from England were to rendezvous. These latter consisted of marines, and detachments from old regiments, which embarked in the month of October, at the Isle of Wight. Lord Cathcart, a nobleman of tried valour and skill in the art of war, commanded the land-forces; Sir Chaloner Ogle had the command of the fleet, which consisted of twenty-five ships of the line, besides frigates, fire-ships, bomb-ketches, and tenders. They were likewise furnished with hospital-ships and store-ships, freighted with provisions, ammunition, all sorts of warlike implements, and every kind of convenience. The nation entertained the most sanguine hopes of success, from an armament so completely equipped *.

At

* The following is a list of the men of war, &c. that sailed from St. Helen's on the 26th of October 1740, along with the transports for the West-Indies.

Ships Names.	Captains.	Guns. Men.	
Ruffel	Sir Chaloner Ogle	}	600
Amelia	Norris		600
Boyne	Hennington	80	600
Carolina	Lestock	80	600
Chichester	Griffin	80	600
Cumberland	Trevor	80	600
Norfolk	Steuart	80	600
	Graves	80	600

At this time happened an event, which spread the flames of war over great part of Europe. The emperor Charles VI. the last prince of the house of Austria, died at Vienna, on the 20th of October, 1740, and was succeeded in his hereditary dominions, by the arch-dutchess, Maria Teresa, his eldest daughter, who was married to the grand duke of Tuscany. But though her succession, in virtue of the pragmatic sanction, was guarantied by all the powers of Europe, it produced such contests as kindled a dreadful war in the empire. No sooner was the young king of Prussia informed of the emperor's death, than he

Ships Names.	Captains.	Guns.	Men.
Shrewsbury	Townsend	80	600
Torbay	Gascoign	30	600
Buckingham	Mitchell	70	480
Orford	Lord Augustus Fitzroy	70	480
Prince Frederick	Lord Aubrey Beauclerc	70	480
Prince of Orange	Osborn	70	480
Suffolk	Davers	70	480
Augusta	Dennison	60	400
Deptford	Mortyn	60	400
Dunkirk	Cooper	60	400
Jersey	Lawrence	60	400
Lyon	Cotterel	60	400
Montagu	Chambers	60	400
Rippon	Jolley	60	400
Superbe	Hervey	60	400
Weymouth	Knowles	60	400
York	Cotes	60	400
Litchfield	Cleland	50	300

HOSPITAL SHIPS.

Princess Royal	Tucker	95
Scarborough	Carter	95

FIRE SHIPS.

Ætna	Fenwick	45
Phaeton	Kennedy	45
Strumbolo	Hay	45
Firebrand	Barnard	45
Vesuvius	Gay	45
Vulcan	Pellet	45

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entered

entered Silesia at the head of twenty-thousand men. At the same time the elector of Bavaria refused to acknowledge the arch-dutchess as queen of Hungary and Bohemia; alledging his pretensions to those countries, as the descendant of the emperor Ferdinand I. who was head of the German branch of the house of Austria.

Admiral Vernon did not remain long inactive after his return to Jamaica from his expedition against Porto Bello. He had been joined by the Greenwich man of war, with fireships, bomb-vessels, and store-ships. The Burford, on board of which the admiral had hoisted his flag at the taking of Porto Bello, having run upon a rock off Point Canoa, was found so leaky when she came into Port-Royal, that she was obliged to be careened before she could again put to sea, the admiral therefore hoisted his flag on board the Strafford, and proceeded to sea the latter end of February, having with him the Strafford, Princess Louisa, Windsor, Greenwich, and Norwich. The Burford was ordered to follow as soon as she could be got ready, as was also the Torrington. The admiral's design was to make an attack upon Carthage.

This place is rendered important by its harbour, which is one of the best that is known. It is two leagues in extent, and has a deep and excellent bottom. There the waters are less agitated than on the calmest rivers. At the time we are speaking of, there was no passage into this harbour but by the canal of Bocca Chica, which was so narrow, that only one vessel could pass without being exposed to the cross batteries of forts erected on both sides.

The admiral proceeded on his way with a favourable wind, and on the 1st of March 1739-40, he got sight of the high land of St. Martha, on the Spanish main, and after ordering captain Windham, in the Greenwich,

wich, to ply up in the night and lie to windward of the port, for intercepting whatever might be going in there, the admiral bore away with an easy sail for Carthagena.

On the 3d at noon he was joined by the Fal-mouth captain Douglas, and that evening he anchored before the town with his squadron, in nine fathom water, in the open bay called Playa Grande; and on the 6th he ordered in all the bomb ketches, with the small ships and tenders for covering and assisting them, and continued bombarding till nine in the morning. The squadron received no damage from the town; but our shells fell there with pretty good success, particularly into the principal church, the Jesuits college, and the custom house, demolishing several houses between them; and a shell which fell upon the south bastion, silenced a battery of ten guns there for a long time.

The inhabitants were all this time in the utmost consternation; but our squadron was too inconsiderable to attempt any thing further; and accordingly the admiral, after giving orders to the several captains, that in case of separation, after leaving their present station off Carthagena, they should make the best of their way to the next general rendezvous, either in the harbour of Porto Bello, or off the mouth of the river Chagre in the bay, to the eastward of it, weighed on the ninth, and made sail with his squadron.

After making the signal for the line of battle, he coasted along the shore towards Bocca Chica, observing at that time the particulars for regulating any future descent that might be intended against Carthagena, while the Spaniards fired at him from the three small castles without Bocca Chica, though none of their shot reached him.

The admiral having received intelligence, that Don Joseph de Herrera in the Vizara, a Spanish man
of

of war, had received orders from Don Blas de Leso, governor of Carthagena, to come and join him at that place, together with the St. Juan, another Spanish man of war, and a snow; he on the 9th ordered captain Berkley in the Windsor, with the Greenwich, captain Wyndham, to cruize off the port of Carthagena for twenty days, to intercept, take, or destroy the said men of war, but more especially to watch the motions of the galleons. After this the admiral made sail for Porto Bello, in order to repair the damage which the small craft had received in the late expedition.

On the 13th being joined by captain Knowles in the Diamond, the admiral ordered him to go on board the Success fireship, and accompanied with the brig tender, to get off the mouth of the Chagre, and there make all proper observations, how the fort at the mouth of that river might be attacked, whether by bombardment or cannonading; and particularly to inform himself of the soundings and depth of water thereabouts, to be certain how near any of the ships could approach, and to observe what convenient landing places might be near, and return to the admiral as soon as he could, who would be making an easy sail after him, and lie off the said river till he should receive information, on which he was to form his future plan of operations.

Next day the admiral anchored with his squadron in Porto Bello harbour, and on the eighteenth detached the Eleanor with another sloop to cruize off the mouth of the Chagre for seven days, or till the squadron should appear off that river, in order to prevent the Spanish privateer sloops from putting to sea from thence, and to intercept anything that might be coming thither. The Strafford and Norwich, with all the small vessels being watered, the admiral got

got out to sea on the 22d, being the better enabled to undertake the expedition; as during his stay at Porto Bello, he had got an exact draught of all the coast from Porto Bello to Chagre, and of the mouth of that river, and the shoal before it, from Lowther the pirate, who by this piece of service to his country, took the opportunity of obtaining his pardon, and returning to England: he at the same time had left orders with the *Louisa* and *Falmouth* to hasten their watering, and then follow him. But an accident in the admiral's fore-top-sail-yard retarding his progress, he ordered captain Herbert in the *Norwich*, to make all the sail he could, and enter the harbour of Chagre before him, with the bomb-ketches, and all the fire-ships and tenders under his command, with captain Knowles as engineer; to place the bomb-sloops, in order for playing on the castle of St. Lorenzo, at the mouth of the river, and to cover them with his own and the other ships then there.

The same day, by three in the afternoon, captain Knowles got to anchor, and began bombarding and cannonading that evening. By ten at night the admiral got also to an anchor with his own ship the *Strafford*, as did the *Falmouth* and *Princess Louisa*, which followed him the same night. They continued bombarding, and three ships kept firing leisurely the guns of their lower tier till Monday the 24th, when the Spaniards hung out a flag of truce from the fort, which the admiral answered from his own ship. Then stopping any farther execution as soon as possible, he sent captain Knowles a-shore, who soon returned with Don Juan Carlos Gutierrez de Ranettas, governor of the fort, to whom the admiral granted a capitulation, the substance of which was, that upon his Britannic majesty's troops being put into immediate possession of fort St. Lorenzo, the guarda costa sloops, and the king of Spain's custom-house being

being also delivered up, the governor, with his garrison, might march where they pleased, and the town of Chagre be preserved in all its immunities.

The capitulation being thus settled and agreed to, the admiral sent the governor a-shore with captain Knowles, appointing the latter governor of the castle for his Britannic majesty, and a garrison with him of five lieutenants and one hundred and twenty men with all the boats of the fleet to land them. By three o'clock that afternoon, captain Knowles entered the fort with his garrison; and the same evening he placed a guard upon the custom-house, lying on the opposite side of the river Chagre; and the admiral came on shore himself by day-break next morning, to give the necessary orders; when, finding the custom-house full of goods for loading the galleons, such as guayaquil cacao, jesuits bark, and Spanish wool, he gave immediate orders for their being shipped off. The two guarda costa sloops in the river, being all that were left in those parts, were sunk just above the custom-house, after the decks were first broken up and otherwise rendered useless.

The custom-house being entirely cleared by Friday the 28th, was filled with combustible matter and set on fire that evening, which burnt with great fierceness all that night.

On the 29th in the morning, eleven brass cannon, and as many patteraroes of the same metal, together with the English garrison, being embarked, mines were sprung under the lower bastion which entirely demolished it; then two more were sprung to blow up some of the upper parts of the works; and afterwards all the inner buildings of the castle were set on fire, and kept burning all the night of the 29th. On the 30th vice-admiral Vernon put to sea with his squadron; and on the 1st of April 1740 in the evening,

he got to the mouth of the harbour of Porto Bello, where he was joined by the Windsor and Greenwich, just arrived from their cruize off Carthagea: and on the 2d he was also joined by the Burford*. Admiral Vernon with the chief of his Squadron soon after returned to Jamaica, and on the third of May he arrived safe at Port Royal.

In the town and fort of Chagre were found two thousand eight hundred and ninety-two serons, two butts and five hogsheds of cocoa; one thousand two hundred and forty serons, four butts four hogsheds and twelve puncheons of Jesuit's bark, and three hundred and twenty-seven bails of Viconia wool, the whole valued at seventy thousand pounds, besides plate and other effects to a considerable amount. So that the officers and seamen were handsomely rewarded for reducing the castle†. About the beginning of June, admiral Vernon received advice by a packet, sent express to him from lord Tyrawley, the British minister at Lisbon, that the Spanish Squadron was sailed from Cadiz, and supposed to be designed for the West-Indies; whereupon the admiral sailed out immediately with his Squadron upon a cruize to the windward, hoping to have the good fortune to meet with them in their passage; but after cruising for some days, and receiving no information concerning them, he returned to Jamaica.—The abatement of this commander's zeal first appeared in the shortness of this cruize.

Admiral Vernon now became the idol of the people, being looked upon as another Drake or Ruffel in England, a second Raleigh or Blake in America, and a high veneration was paid to his name among all ranks and conditions of men in the British domi-

* Admiral Vernon's despatches, published in the London Gazette.

† Annals of Europe.

nions. His majesty was so fully persuaded of the admiral's zeal for his service, and his good conduct in taking such measures as would most effectually conduce thereto, that he left it entirely to his discretion to act against the Spaniards, in such manner and in such places as should appear to him best for answering the ends proposed by his majesty's former orders. His majesty also gave particular commands to the duke of Newcastle, to assure the admiral of his entire approbation of his conduct in the late expedition, and the humanity with which he treated the inhabitants after the reduction of Porto Bello.

The *Princessa*, a Spanish man of war, having sixty-eight guns and six hundred men, happened to fall in with the *Lenox*, on board of which was commodore Maine, the *Kent*, captain Durell, and the *Orford*, lord Augustus Fitzroy. The Spanish ship was high built, and thereby possessed the advantage of being able to fire her lower tier of guns in bad weather. She was larger than our first-rates, her guns of an uncommon size, and most of them brass. She was esteemed one of the finest vessels in the navy of Spain. The action began about eleven in the morning, and was maintained with great firmness, though with a cool and deliberate valour, until a quarter after five in the afternoon, when the Spanish captain * struck to lord Augustus Fitzroy. When she was brought into Portsmouth, her strength, and the appearance of the slaughter which had been made among her crew, testified the obstinacy of the combat. Captain Durell had one of his hands shot away in the action. She was taken off Cape Finisterre.

The parliament assembled on the 15th day of November, 1740. Four thousand seamen were voted at the usual rate per man, also four thousand six

* Don Parlo Augustino de Gera. This action happened on the 8th day of April, 1741.

hundred and twenty marines; for the raising and maintaining of which ninety thousand two hundred and one pounds and ten shillings was granted. The sum of one hundred and eighty-four thousand six hundred and ninety-one pounds ten shillings and ten pence was granted to his majesty, for the ordinary of the navy, including half pay to sea-officers. Two hundred and sixty-six thousand five hundred and twelve pounds sixteen shillings and five-pence half-penny was voted for maintaining his majesty's forces and garrisons in the plantations, Minorca, Gibraltar; and for provisions for the garrisons at Annapolis Royal, Canso, Placentia, Gibraltar and Georgia. The whole of the supplies granted to his majesty for the service of the year 1741, amounted to five millions eighteen thousand six hundred and fifty-one pounds and five-pence farthing*.

On the 10th day of February 1740-41, Sir Charles Wager presented to the house of commons, pursuant to their address to his majesty, the following estimate of the debt of the navy.

* Annals of Europe.

Navy.

Navy-Office, Feb. 6, 1741.

An Estimate of the Debt of his Majesty's Navy, on the Heads hereafter mentioned, as it stood on the 31st of December, 1740.

Heads of the Naval Estimates

Particulars.

Total.

Wear and Tear, ordinary and extraordinary Repairs.

Due to pay off and discharge all the bills registered on the course of the navy for stores, &c. employed for the service of £. s. d.
314,179 0 0

To pay off and discharge bills registered on the said course for premiums allowed by act of parliament on naval stores, the whole sum registered in the year 1740, amounted to 15081l. 7s. 5d. whereof remains unpaid. 6,548 0 0

For freight of tenders and transports, and for stores delivered into his majesty's several yards, &c. for which no bills were made out on the aforesaid 31st of December 1740, as also to several bills of exchange. 111,470 12 0

To his majesty's yards and rope yards for the ordinary and extraordinary. 160,838, 0 0

For half-pay to sea-officers, according to an establishment made by his late majesty in council in that behalf. 13,157 0 6

606,192 12 6

Seamens

Seamens Wages.	Particulars.	Total.
Due to pay the men, &c. unpaid on the books of ships paid off	£. s. d. 64,797 17 3½	
To ships in sea-pay on the above said 31st of December 1740.	— 803,727 0 0	
To discharge and pay off all the bills entered in court for pilotage, surgeons necessities, bounties to widows and orphans of men slain at sea, &c.	— 19,457 0 0	
		887,981 17 3½
<i>Victualling Debt, as per Estimate, received from the Commissioners, viz.</i>		
Due for short allowance to the companies of his majesty's ships in pay, and which have been paid off.	15,665 1 30	
For paying off all the bills entered on their course.	250,119 16 11	
For necessary money, extra necessary money, bills of exchange and contingencies.	7,178 1 62	
To the officers, workmen and labourers, employed at the several ports.	12,606 6 2	
		285,570 12 3

Sick

Sick and Wounded, the Debt of that Office, as per Estimate, received from these Commissioners, viz.

Sick and Wounded, the Debt of that Office, as per Estimate, received from these Commissioners, viz.

Particulars.	Total.		
	£.	s.	d.
Due for the quarters and cure of sick and wounded seamen set on shore from his majesty's ships at the several ports, and for prisoners of war and contingencies relating to the said services.	—	42,192	6 2
The total of the sum amounts to	—	1,821,937	8 2 ½
From whence deducting the money in the treasurer's hands.	—	—	—
And also the money that remained to come in of the supplies of the year.	111,356 7 1	520,411	16 4 ½
The debt will then be	409,055 9 ¾	—	—
	—	1,301,525	11 10

Memorandum. The following Particulars, if provided for by Parliament, must be deducted from the foregoing Debt, viz.

The charge of transports hired to carry the forces under the command of lord Cathcart, amounting to	105,275	18	8
As also the expence of victuals provided for the soldiers employed in the expeditions to America.	124,564	8	0 ¾
	229,840	6	8 ¾

The neat debt will then be
Richard Haddock, James Acworth, Thomas Pearse, J. Fowler, John Phillipson.

Memo.

Memorandum. There was remaining in the Hands of the late and present Treasurers of the Navy on the 31st of December 1740, in Money, as undermentioned, and may be reckoned towards satisfying the aforesaid Debt.

In what Treasurer's Hands.	In Money.	On the Heads of			Total.
		Wear and Tear and Ordinary.	Seamens Wages.	Victuals.	
Right Hon. Patee Lord Viscount Torrington.	In money —	£. s. d.	£. s. d.	£. s. d.	£. s. d.
	Ditto towards the debt of sick and wounded seamen. —	1,467 6 8	4,076 8 11½	16 11 5½	5,634 0 6¼
			73 13 5		
Right Honourable Arthur Onslow, Esq;	In money —	18,131 15 11½	26,132 5 1½	38,323 13 10½	105,722 6 7
	Ditto towards the debt of sick and wounded seamen. —				
			23,134 11 8		
Total		19,599 2 7¼	53,416 19 2	38,340 5 4	111,356 7 1¼

A bill

N. B. There remained on the 31st of December last to come in of the supplies of the year 409,055 9 3½

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A bill was brought in by the ministry, the professed purpose of which was, for the encouragement and increase of seamen, and for the better and speedier manning of his majesty's fleet; under colour of which, a power was given to justices of the peace, to issue their warrants to constables and headboroughs, authorising them to search by day or by night, for such sea-faring men as should conceal themselves within their jurisdiction. A power was hereby given to these inferior officers, to force open doors in case of resistance, and for every seaman which they found, and delivered over to the regulating captain, they were entitled to a certain gratuity. Its farther object was, to establish a general register for seamen in his majesty's service. The tendency of this act was violently reprobated by the members in opposition. On this occasion, the speakers that most eminently distinguished themselves were, Sir John Barnard, Mr. Pulteney, Mr. Sandys, lord Gage, Mr. Pitt, and Mr. Lyttelton; who, in a very able manner, contended for the inherent right, which every British subject possessed, to receive protection and security from the laws of his country; whilst the object of this act was to expose them to outrage and violence. Mr. Pitt directed all the thunder of his eloquence against a design calculated to establish the power of the crown upon the destruction of the liberties of the people, and shewed that the plea of necessity which was made use of by those who countenanced the bill, was futile and inadmissible. Mr. H. Walpole attempted to combat these arguments, by personal sarcasms on the members who had urged them; he threw out some illiberal reflections on Mr. Pitt's youth, and observed, that the discovery of truth was very little promoted by pompous diction and theatrical emotion. These invectives occasioned Mr. Pitt again to rise. He said, he would

VOL. IV.

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not undertake to determine whether youth could be justly imputed to any man as a reproach; but he affirmed, that the wretch, who after having seen the consequence of repeated errors, continues still to blunder, and whose age has only added obstinacy to stupidity, is surely the object of either abhorrence or contempt, and deserves not that his grey hairs should secure him from censure: much more is he to be abhorred; who, as he has advanced in age, has receded from virtue, and becomes more wicked with less temptation; who prostitutes himself for money which he cannot enjoy; and employs the remnant of his days in plotting the ruin of his country.—Such were the arms with which this able statesman, “shook corruption on its venal throne.” The nation in general were alarmed at the tendency of this bill. Petitions were presented from the city of London and county of Gloucester, against the bill, as detrimental to the trade and navigation of the kingdom, by rendering sailors averse to the service, instead of encouraging them to enter into it. But these representations were received with an undisguised contempt: however, every exceptionable clause produced a warm debate, and in its progress through the houses, it underwent such alterations and amendments, as stripped it of its severest and most exceptionable parts.

The prime minister had by this time rendered himself extremely unpopular throughout the kingdom. The manner in which the war was prosecuted, spread a general dissatisfaction. Fleets had been equipped at a vast expence, but their destination had ended in nothing more than empty parade. Murmurs were circulated through the kingdom; because whilst Great Britain possessed an unquestionable superiority at sea, a Spanish fleet had sailed from Cadiz, and after that from Ferrol, without annoyance. The

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commerce of England suffered essentially from the vigilance of Spanish cruisers, whilst the captures made upon the Spaniards were inadequate to the losses sustained. As a farther incentive to national discontents, the court of France no longer adhered to those pacific measures, which had hitherto been pursued under the administration of Cardinal Fleury. This benignant minister had indeed the address to lay asleep the restless and contentious spirit, which was ever prompting that kingdom to embroil the states of Europe. This return to its habitual propensities, appeared in orders being issued for the harbour and fortifications of Dunkirk to be repaired; the French king had sent out a squadron to the West-Indies, in conjunction with the fleet of Spain, so that a rupture with France, was considered as an event at no great distance. Such being the posture of public affairs the power of the ministry declined, and the opposition gained strength.

During this session a bill was brought in to prohibit the practice of insuring ships belonging to the enemies of the nation; but it was vigorously opposed by Sir John Barnard and Mr. Willimot, who proved that this kind of traffic was advantageous to the kingdom, and the scheme was therefore dropped.

On the 18th of March* an address was presented to his majesty by both houses of parliament, congratulating him on admiral Vernon's success, by entering the port and taking the town of Porto Bello, and demolishing all the forts and castles belonging thereto, "with six ships of war only;" and representing, that it could not fail of giving the utmost joy to all his majesty's subjects, since it afforded the most reasonable hopes, that it might highly contribute to the obtaining real and effectual security, of those just rights of navigation and commerce, belonging to his majesty's subjects, for the preservation of which his majesty had entered into that necessary war.

* 1740-1

An address was also presented to his majesty by the city of London on the same occasion. The parliament voted, that the thanks of both houses should be transmitted to the admiral for his eminent services. And the citizens of London, as a farther mark of distinction voted him the freedom of the city, to be presented to him in a gold box.

Before we enter upon the naval operations of the year 1741, the following accurate list of the navy, and the destination of each ship will be necessary, in order to convey to our readers an idea of the strength of this kingdom at that time.

A LIST of his Majesty's ROYAL NAVY.

*Those with this Mark * were on the Ordinary, the rest in Commission.*

H. O. and V. shew the ships which were of Admiral Haddock's, Ogle's, and Vernon's Squadron.

First Rate, 100 Guns, 850 Men, 1700 to 2000 Tons.

Ships.	Captains.	Places and Admirals.
Royal Anne*		} Chatham
Britannia*		
R. George	Allen	
London*		
R. Sovereign	Faulkener	
Victory	Falkland	Portsmouth
R. William*		Portsmouth

Second Rate, 90 Guns, 750 Men, from 14 to 1600 Tons.

Barfleur*		Chatham
Blenheim*		Portsmouth
Duke	Com. Brown	Chatham
St. George	Dilks	Portsmouth
Pr. George*		Chatham
Marlborough	Clinton	Ditto

Namure*

CHAP. II.] OF GREAT BRITAIN. 125

Ships.	Captains.	Places and Admirals.
Namure*		Portsmouth
Neptune	Whorwood	Chatham
Prince*		Ditto
Ramillies		Portsmouth
Princess R*		} Chatham
Sandwich	Mead,	
Union*		

Third Rate, 80 Guns, 600 Men, from 1100 to 1400 Tons.

Amelia P.	Hemington	} Jamaica, O.
Boyne	Leftock	
Caroline P.	Griffin	
Cambridge		Spithead
Chichester	Trevor	Jamaica, O.
Cornwall*		Chatham
Cumberland	Stuart	Lisbon
Devonshire*		Woolwich
Dorsetshire*		Portsmouth
Lancaster	Cowley	Mediterranean, H.
Newark		Chatham
Norfolk	Graves	} Jamaica O.
Ruffel	Norris	
Shrewsbury	Townsend	
Somerset	Barnesley	
Torbay	Gascoigne	Mediterranean, H.
		Jamaica, O.

70 G. 480 M.

Berwick*	}	Portsmouth
Bedford*		
Burford		Jamaica, V.
Buckingham	Watson	Spithead, ret.
Captain*	Young	Woolwich
Edinburgh*		Chatham
Frederick P.	Ld. A. Beauclerk	Jamaica, O.
Grafton	Rycault	Spithead
Elizabeth	Durell	Portsmouth
Essex	Robinson	Deptford
Hampton Court	Dent	Jamaica, V.
Ipswich	Martin	Mediterranean, H.
Kent	Mitchel	Spithead

Lenox

Ships.	Captains.	Places and Admirals.
Lenox	Covil Mayne	Portsmouth
Monmouth*		Deptford
Nassau	Medley	Sheerness
Northumberland*		Woolwich
Orange P.	Osborne	Lisbon, O.
Norwich	Herbert	Jamaica, V.
Royal Oak*		Plymouth
Orford	Ld. Aug. Fitzroy	Jamaica, O.
Revenge*		Deptford
Suffolk	Davies	Jamaica O.
Stirling-castle*		Chatham
Yarmouth*		Portsmouth

Fourth Rate, 60 Guns, 400 Men, from 600 to 1000 Tons.

Augusta	Dennison	Jamaica, O
Canterbury*		Plymouth
Centurion	Anson	<i>Secret Service.</i>
Dragon	Barnard	Mediterranean, H.
Deptford	Mostyn	Jamaica, O.
Dunkirk	Cooper	Ditto O
Dreadnought*		Portsmouth
Defiance		Jamaica, V.
Exeter*		Plymouth
Jersey	Laurence	Jamaica, O.
Kingston	Rich. Norris	Plymouth
Pr. Louisa	Stapleton	Jamaica, V.
Lion	Cortel	Ditto O
Mary Princess*		Portsmouth
Medway*		Ditto
Montague	Chambers	Jamaica, O.
Nottingham*		Sheerness
Pembroke	Lee	Mediterranean, H.
Plymouth	Sir Rog. Butler	Ditto H,
Rupert	Ambrose	Sheerness
Rippon	Jolly	Jamaica, O.
Sunderland	Byng	Mediterranean, H.
Strafford	Trevor	Jamaica, V.
Superb	Harvey	Lisbon, O.
Tilbury	Long	Jamaica, V.
Windfor	Berkeley	Ditto V

Warwick

CHAP. II.] OF GREAT BRITAIN. 127

Ships	Captains	Places and Admirals,
Warwick	Toller	Mediterranean
Weymouth	Perry Mayne	gone to Jamaica
Worcester	Gotes	Jamaica, V.
York		Ditto O

50 G. 300 M.

Advice	Cleland	Mediterranean
Affiance	Vincent	Spithead
St. Albans		Turkey Convoy
Antelope*		Woolwich
Argyle	Lingen	Convoy to Med,
Bristol	Young	Plymouth
Chatham	Strange	Africa
Colchester	Sir Will. Hewit.	Off the Lizard
Chester	Slaughter	Portsmouth
Dartmouth*		Woolwich
Falkland	Oliphant	Portsmouth
Falmouth	Douglas	Jamaica, V.
Greenwich		Woolwich
Gloucester	Mitchel	Anson
Guernsey	John Forbes	Nore
Hampshire*	building at Ipswich	Ipswich
Litchfield	Knowles	Jamaica, O.
Leopard*	building at London in a merchant's yard.	
Nonfuch*		
Newcastle	Fox	Cape Finisterre
Norwich		Jamaica, V.
Oxford	Ruffel	Mediterranean, H.
Portland	Hawes	Barbadoes
Preston*		Plymouth
Panther	Cotes	Cork
Ruby	Frogmore	Bristol
Romney	Smith	Convoy, H.
Rocheſter	Allen	Portsmouth
Salisbury	Peter Osborne	Cork
Severn	Legge	Anson
Sutherland*	building at London	London
Tyger	Forbes	Sheerness
Woolwich*		Deptford
Wincheſter	Lloyd	Virginia

Fifth

Fifth Rate, 40 Guns, 250 Men, from 500 to 600 Tons.

Ships.	Captains.	Places and Admirals.
Anglesea	Reddiffe	West-Indies, V.
Adventure*		rebuilding at Hull
Diamond*		Portsmouth
Dover	G. Burrish	Sheerness
Eltham	Smith	Portsmouth
Enterprize*	}	rebuild. at Liverpool
Folstone*		Portsmouth
Fowey*		rebuild. at London
Feverham*		rebuild. at Liverpool
Golport*		ditto
Hastings*	Sir Yelverton Peyton	Virginia
Hector		rebuilding
Kingfale*		Jamaica, V.
Ludlow-castle		Convoy to Turkey
Lark	Lord G. Graham	rebuild. at London
Liverpool	Lord Bamf	Convoy
Lynn*	John Durell	Anson
Mary Galley	Kidd	Portsmouth
Pearl	Crawford	rebuild. at London
Reebuck	Cuzack Knight	Virginia Convoy
Sapphire		Jamaica
South-Sea-castle		
Torrington		

Sixth Rate, 20 Guns, 130 Men, from 300 to 400 Tons.

Alborough	Pocock	Mediterranean, H.
Blandford	Burrish	Spithead
Biddeford	Ld. Forrester	Cork
Bridgwater	Pet	Lynn
Deal-castle	West	Spithead
Dursley-Galley	T. Smith	Mediterranean, H.
Dolphin	Holbourne	Leith
Experiment	Renton	Jamaica, V.
Flamborough	Pearce	New York
Fox	Masters	Plymouth
Gibraltar	Wager Purvis	Finisterre
Greyhound	Balchen	Deptford
Garland	Watson	Mediterranean'
		Kennington

CHAP. II.] OF GREAT BRITAIN. 129

Ships.	Captains.	Places and Admirals.
Kennington	Peyton	Conv. from Lisbon
Lowestaffe	Drummond	Leeward islands
Lyme	Ld. Mont. Bertie	Cork
Lively	Swayland	Guernsey
Phoenix	Tanshawe	South Carolina
Portmahon	Pawlet	Portugal Convoy
Rose	Frankland	Bahama Islands
Rye	Lushington	Oporto
Seahorse	Limeburner	Jamaica, V.
Shoreham	Boscawen	Ditto V.
Squirrel	Warren	New York
Seaford*	R. Maynard	building at Shoreham
Sheerness	Thompson	Jamaica, V.
Solebay*	Lisle	building at Plymouth
Success	Townshend	Nore
Scarborough	Lisle	Lizard
Tartar Pink	Townshend	S. Carolina
Winchelsea	Chepe	cruising off Cape Finisterre
Wager	Chepe	Anson
R. Caroline	Sir Ch. Hardy	Deptford 10 g. 70m.

FIRE SHIPS.

Fire Ships.	C. Sw. M.	Captains.	Places.
Anne Galley	8 0 55	Hughes	Mediterranean
Ætna	8 45	Fenwick	Jamaica, O.
Blaze	8 45	Gideon	Lyme
Cumberland	8 45	Broderick	Jamaica, V.
Duke	8 45	Rue	Mediterranean
Eleanor	8 45	Coleby	Jamaica, V.
Firebrand	8 45	Barnard	Ditto O.
Mercury	8 45	Kennedy	Mediterranean
Phaeton	8 45	Campbell	Jamaica, O.
Scipio	8 45	Hay	Lyme
Strombulo	8 45	Hore	Jamaica, O.
Success	8 45	Guy	Ditto V.
Vesuvius	8 45	Porter	Ditto O.
Vulcan	8 45	Scott	Ditto V.
Alderney	8 12 60	Harrison	Mediterran. H.
Salamander	6 8 60	Allen	Jamaica, V.
Terrible	6 8 90		

The three last, two Mortars each.

VOL. IV.

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BOMB

BOMB. SLOOPS, 10 Car. 13 Sw. 80 Men.

Ships.	Captains.	Places and Adm.
Blast	Holcomb	Portsmouth
Basilisk	Peddie	Whitehaven
Carease	Gage	Milford
Furnace	Philpot	Yarmouth
Lightning	A'Court	Waterford
Thunder	Gregory	Liverpool

SLOOPS.	C.	Sw.	M.		
Bonetta	8	12	90	Young	Oporto
Cruizer	8	12	90	Wakeman	Longreach
Drake	8	12	90		rebuilding in London
Deptford Prize	10		60	Pritchard	Portsmouth
Fly	8	12	90	Smith	Lisbon
Grampus	6	10	70	Bret	Portsmouth
Hawk	8	12	90		rebuilding at London
Hound				Cooper	off the Start
Otter	4	4	45	Dumaresque	Yarmouth
Pembroke } Prize }	8	10	80		Spithead
Seafire				Hamilton	
Shark	8	12	90	Goddard	Milford
Spy	8	12	70	Cooke	from Jamaica
Swift*	4	4	45		Plymouth
Spence	8	12	90	Laws	Bahama Isles
Saltash	8	12	90	Toms	Leeward isles
Tryal	8	12	90	Murray	Anson
Wolfe	8	12	90	Dandridge	Virginia
R. Escape	4		30	Hamar	Nore

STORE SHIPS.

Deptford	24	16	120		Deptford
Astrea	24	16	120	Percival	Jamaica, &c.

HOSPITAL SHIPS.

Pr. Royal	18	92	Tucker	Jamaica, O.
Scarborough	18	92	Carter	Ditto O.

YACHTS

Y A C H T S.

Ships.	C. Sw. M.	Captains.	Places and Adm.
Charlotte	8 40	Williams	Greenwich
Dublin	12 50	Weller	Dublin
Fubbs	8 40	Danzy	} Greenwich
Catharine	8 40	Bridge	
Mary	8 40	Molloy	
Wm. & Mary	8 40	Perry	Holland

SMALL YACHTS.

Bolton	6 12	} Isle of Wight
Chatham	4 6	
Drake	6 4 24	Plymouth
Portsmouth	4 5	Portsmouth
Queenbro'	6 7	Sheerness
San Antonio Prize	} Marshal	

Smacks and tenders then impressing at the several ports of Great Britain and Ireland 41; hoys, lighters, and great boats 22; hulks 8

It will be necessary to subjoin the following abstract.

A List of the Royal Navy of Great Britain, as stationed February 1, 1741.

In England, 7 first rates, 13 second, 22 third, 26 fourth, 15 fifth, and 11 sixth rates, 2 fire ships, 6 bomb sloops, 1 store ship, 13 sloops, 4 yachts, and five small yachts.

In Ireland, 2 fourth, 2 sixth rates, and 1 yacht.

At Leith in Scotland, 1 sixth rate.

In Holland, 1 yacht.

Cape Finisterre, 1 fourth, and 2 sixth rates.

Oporto, 1 sixth rate, and 1 sloop.

Lisbon, 1 third rate, and 1 sloop.

Mediterranean, 3 fourth, 1 sixth rate, and 3 fire ships.

With admiral Haddock, 3 third, 6 fourth, and 2 sixth rates, and 1 fire ship.

In Africa, 1 fourth rate.

New York, 2 sixth rates.

Virginia, 1 fourth, 2 fifth rates, and 1 sloop.

South Carolina, 2 sixth rates.

Bahama Islands, 1 sixth rate, and 1 sloop.

Barbadoes, 1 fourth rate.

Leeward islands, 1 sixth rate, and 1 sloop.

Jamaica station, 1 fourth, and 1 fifth rate.

With admiral Vernon, 3 third, 8 fourth, 2 fifth, 4 sixth rates, 5 fireships, and one storeship.

With admiral Ogle, 12 third, 10 fourth rates, 6 fireships, and 2 hospital ships.

With commodore Anson, 3 fourth, 1 fifth, and 1 sixth rate, and one sloop.

Convoys, 1 fourth, 2 fifth, and 2 sixth rates.

Total, 7 first, 13 second, 41 third, 65 fourth, 23 fifth, and 32 sixth rates, 17 fireships, 6 bomb sloops, 2 storeships, 2 hospital ships, 19 sloops, 6 yachts, and 5 small yachts. In all, 238.

It will now be necessary to follow Sir Chaloner Ogle, with his fleet, to the West-Indies. Soon after he had cleared the Channel, he was overtaken by a tempest, which dispersed his fleet; and as he had the outward-bound merchantmen under his convoy, the whole amounted to one hundred and seventy sail: but this disaster did not prevent him from prosecuting his voyage without putting into port. The 19th day of December 1740, he arrived at the neutral Carribbean Island of Dominica, where lord Cathcart died of a dysentery the day after their arrival. His lordship had been indefatigable to procure every possible information respecting the situation and strength of the enemy in the West-Indies, and was a man every way qualified to command on the service upon which he was sent. His courage was unquestionable, and this quality was properly tempered with prudent caution: he was greatly beloved, both by the officers and the soldiers, for his humanity, generosity,

nerosity, and affability; his death was therefore prophetically deemed a loss to his country, especially as it was followed by the death of general Spotswood in Virginia, whose experience in military affairs would have contributed much to the success of our designs in the West-Indies. The loss of lord Cathcart was yet more severely felt, as the command of the land forces devolved upon general Wentworth, whose chief merit consisted in being in favour with those in power.

On the 27th day of December, admiral Ogle arrived at St. Christopher's, the place of rendezvous appointed for the fleet: here he found many of the transports, and men of war, that had been separated during the storm; the next day he sailed with his whole force for Jamaica. In sailing along the Island of St. Domingo, four large ships were discovered under sail; the admiral hereupon detached an equal number from his Squadron to give them chase, whilst he kept on his course. Lord Augustus Fitzroy, in the Orford, having the command of this detachment, threw out signals for the ships which he was following to bring to, which they refusing to comply with, he saluted them with a broadside, which was returned, and a sharp action followed, which was maintained during the night. In the morning, the strange ships hoisted their colours, and appeared to be part of the French Squadron which had sailed from Europe under the command of the marquis d'Antin, with orders to assist the Spanish admiral, de Torres, in attacking and distressing the English ships and colonies. As no war was then waging between France and England, no sooner was the French flag displayed, than hostilities ceased; the English and French commanders behaved with great politeness to each other, mutually exchanged apologies for their mistake, and parted as friends, after many men had been killed on each side. The

The arrival of Sir Chaloner Ogle at Jamaica, enabled vice-admiral Vernon to cope with the Spaniards and French combined. A council of war was held, consisting of the senior officers in the sea and land-service, to deliberate on the plan of operations necessary to be pursued. The resolution taken by the general officers at this council was very surprising, and their motives for forming it quite inexplicable. Every circumstance seemed to concur in pointing out an immediate attack upon the Havannah, by the reduction of which, Spain would have been humbled into the most abject submission, and as it lay to leeward of Jamaica, the fleet might have reached it in two or three days. Instead of directing their force against that quarter, it was resolved to beat up against the wind to Hispaniola and St. Domingo, to observe the motions of the French squadron. Three weeks elapsed from the arrival of Sir Chaloner Ogle to the sailing of the fleet under vice-admiral Vernon; and when another fortnight had been spent in a fruitless cruise, intelligence was received that the French fleet had sailed for Europe in great distress, being destitute of men and provisions, neither of which could be procured in the West-Indies. As the British fleet consisted of twenty-nine sail of the line, the commander in chief formed a third division, and appointed captain Lestock, of the Boyne, to the command of it. This formidable fleet, the greatest that was ever assembled in those seas, was manned with fifteen thousand sailors, and had on board the two regiments of Harrison and Wentworth, six regiments of marines, consisting of one thousand men each, with some detachments from other regiments in England, three battalions from North-America, and a body of negroes from Jamaica: being, in all, upwards of twelve thousand men. On the 16th day of February, 1740-1, a

coun-

council of war was called, which was composed of the principal officers, when it was resolved to sail immediately for Carthagena, and make a vigorous attack upon that place both by sea and land.

On the 4th day of March, in the evening, the whole fleet anchored in the bay of Playa Grande, to the windward of Carthagena, lying between that and Point Canoa; and in order to harraßs the Spaniards, Vernon ordered his small frigates and fire-ships to get in shore, and lie in a line, as if he intended a descent to windward of the town: this obliged the Spanish governor to divide his force, by ordering a detachment that way, which threw up entrenchments for their security. Although admiral de Torres had already sailed with the Spanish fleet to the Havannah, yet the place was strongly fortified, and the garrison strengthened by reinforcements from the crews of some large ships which lay in the harbour, commanded by Don Blas de Lese.

Though the sea washes the walls of Carthagena, the town is inaccessible on that side by reason of the surf, the water shoaling near a league off: so that it can only be approached by the lake which forms the harbour, and is bounded by rocks: besides, the sea is very seldom smooth, so that landing is at all times very difficult. The only entrance into the harbour is near a league to the west of the city, between two narrow peninsulas, one called the Tierra Bomba, which is nearest the city, and the other called the Barradera. This passage, called Bocca Chica, or the Little Mouth, was defended on the Tierra Bomba, by the castle St. Louis, a regular square, with four bastions, mounted with eighty-two guns and three mortars; but the glacis and counterscarp had not been finished. To this were added the fort of St. Philip, mounted with seven guns; the fort of St. Jago with fifteen guns; and a small fort of four guns, called

called Battery de Chamba, which served as redoubts to the castle of Bocca Chica. On the other side of the mouth of the harbour was a fascine battery of fifteen guns, called the Barradera, and in a small bay on the back of that, another battery of four guns; and facing the entrance of the harbour, on a small flat island, stood fort St. Joseph, of twenty-one guns. From this fort to Bocca Chica castle, a boom and cables were fixed across, fastened with three large anchors at each end; and just within the boom four men of war were moored in a line, on board one of which was the Spanish admiral. These spread so far over the extent of the mouth of the harbour, that no ship could pass a-head or a-stern of them. Beyond this passage lies the great lake, or harbour of Carthagena, two leagues and a half in extent from north to south, and land-locked on all sides; about midway to the town it grows narrower, and within about a league of the town, two points of land jutting out from the lesser harbour; near the nethermost of these was the strong fortress of Castille Grande, about eight miles up the harbour, being a regular square with four bastions, defended to the land by a wet ditch and glacis proper, and one face towards the sea with a raveline, and double line of guns. The number of guns in the fort was fifty-nine, though it had room to mount sixty-one. Opposite to this castle was a horse-shoe battery of twelve guns, called Mancinilla. In the middle, between these two forts, is a large shoal, with not above two or three feet water. In each of these were ships sunk to prevent the British fleet from getting in. Near three miles further up the harbour, on two flat sandy keys, or islands, stands Carthagena, and Himani its suburbs, both irregular figures, but well fortified to the land with lakes, and morasses running round them. The city, which is in latitude

10 deg.

10 deg. 26 min. north, was defended with one hundred and sixty guns, and the suburbs with one hundred and forty; whilst the water at the head of the shoal was so far off, that ships could not approach near enough to do any material execution. South of the city, about a quarter of a mile from Himani gate, on an eminence about fifty or sixty feet high, stood the castle of St. Lazaro, being a square of about fifty feet, with three demi bastions, and two guns in each face, one in each flank, and three in each curtain; it overlooked all the town, although there was a brow of a hill about four hundred yards from it, which overlooked, and entirely commanded the castle.

The importance of this place to the Spaniards, had induced them to bestow extraordinary attention in securing it from the attack of an enemy. The wealth which centred in this city, had, indeed, exposed it to repeated assaults; in 1544, the American Buccaneers made a successful attack upon it, and enriched themselves with its spoil. In 1585 it was taken, and almost destroyed, by Sir Francis Drake, that scourge of the new Spanish settlements. M. de Pointis came before it in 1697, with a squadron of privateers, under the protection of the French king; and after obliging the fort of Bocca Chica to surrender, whereby the entrance of the bay was laid open, he landed his men, and besieged fort Lazaro, the taking of which was followed by the surrender of the city. This conquest has been attributed to a private correspondence between the governor and Pointis. Since that time, every precaution had been taken to increase the strength of the place, which, at the time that admiral Vernon appeared before it, was deemed impregnable.

The British troops were landed on the 9th day of March, on the island of Tierra Bomba, near the mouth of the harbour, which was secured by castles,

batteries, bombs, chains, cables, and ships of war. General Wentworth, with brigadier Guise and colonel Wolfe*, attended the landing, which was effected with little loss, covered by the fire of the Norfolk, Russel, and Shrewsbury, which ships anchored close under the forts of St. Jago and St. Philip. The latter lying southermost, had her cable cut by the Spanish shot, and before she could let down another anchor, having fallen to leeward, drove towards the mouth of the harbour, where she lay exposed to the whole fire of the Spaniards, from two fascine batteries on the Barradera side, the forts of Bocca Chica and St. Joseph, with four men of war, of sixty and seventy guns: in this situation one hundred and sixty guns were pointed at the Shrewsbury, who could return no more than twenty-six. The gallant captain Townsend, who commanded her, disdaining to retire, maintained this unequal combat for seven hours. Night intervening, the Spaniards ceased firing, when the admiral sent orders for the Shrewsbury to draw off. In this rencounter she lost twenty men killed, and forty wounded; the ship received two hundred and fifty shot in her hull, sixteen of which were between wind and water, whilst her masts, yards, and rigging were entirely shot away. Gradual advances were made in the attack of the works which defended the entrance of the harbour, and on the 12th the Ludlow Castle began to throw shells into Bocca Chica, from a mortar which she had on board. The next day a bomb battery was completed on shore, which played in the same direction; but it was not until the 15th that the landing of the artillery and ordnance was completed.

No sooner were the land-forces debarked than they found themselves more annoyed by the climate than

* Colonel Wolfe was the father of that great martial genius general Wolfe, whose achievements will be recorded in our fifth volume. Having early trained his son to arms, he was to have attended his father on this expedition, but was detained in England by a fit of sickness.

by the Spanish forts. Here all the fervid heat of the torrid zone is reflected from a white burning sand. The appalling fervour of the sun is succeeded by malignant nightly damps, which the most robust constitutions are unable to withstand. Sicknefs prevailed among the British troops, and the engineers who conducted the approaches were both dilatory and unskilful; a disagreement between the admiral and general had arisen; whilst the close connection between the operations of the troops and the fleet, furnished occasion for its daily increase. Each sought every opportunity to express his dislike of the other; and instead of acting vigorously in concert, their antipathy became so strong that their zeal in the service of their country was absorbed in private resentment. The bravery of the men, however, served to supply the want of unanimity in their leaders. Three hundred sailors and two hundred soldiers, proceeded by night in boats to attack a fascine battery on the Barradera. Captain Boscawen led the seamen to the attack, and the captains Washington and Murray commanded the soldiers. This party landed in a small sandy bay, to leeward of the battery. They had no sooner quitted their boats than some cannon, which had been secretly planted on the Strand, began to play upon them. The sailors being the farthest advanced, sustained all the severity of the shock. Had their courage forsaken them in that exigency, the whole detachment would have been swept away, but the peril of their situation served only to inspire them with a contempt of danger; they rushed in at the embrasures, made themselves masters of the battery before the enemy could charge their guns a second time, and by proving themselves superior to danger removed it. The firing of these guns gave a general alarm. The Spaniards at the larger battery fired with grape shot as the sailors advanced, but without effect, for the guns were pointed too high. The contest

was desperate, but very short: the sailors with irresistible spirit carried the battery, nailed up the guns, and after setting fire to the platforms, carriages, guard-houses, and magazines, returned to the ships with six wounded prisoners, having themselves sustained but little loss. For their bravery in this service, the admiral distributed a dollar to each man.

The destruction of this battery, freed the troops from the greatest annoyance of their camp, and gave them an opportunity of working quietly on their grand battery, which was constructed in a wood, to prevent the enemy discovering it until completed: this was to play against the castle of Bocca Chica; but so dilatory, or negligent were the engineers, though assisted with five hundred seamen, and two hundred and fifty blacks, besides as many pioneers as could be spared from the army, that a whole week was spent, and the battery far from being in any condition to incommode the castle. This gave the vice-admiral great concern, who expected the engineers would have seconded the success on the Barradera side, by opening their battery against Bocca Chica, which had been positively promised to be done at the same time.

On the 20th, at day-break, the garrison of Bocca Chica began a warm fire at the bomb battery, though without doing any particular damage. But the Spaniards, sensible of the advantageous situation and utility of the Barradera battery, had been diligent in repairing it, and on the twenty first had built up some embrasures and mounted two guns, with which they again played on the bomb battery, but were soon silenced by the Ripon, which the vice-admiral ordered to anchor as near as possible to it, and keep firing to prevent any farther working on the levelled battery.

It was now resolved by the commanders of the fleet, to make a general attack upon all the forts and

and batteries; and commodore Lestock was appointed to that service, with three eighty gun ships, and three seventy: such a force being all that could be drawn up, without danger of the ships annoying each other. Accordingly, on the 23d, commodore Lestock, in the Boyne, with the prince Frederick, Hampton-Court, Princess Amelia, Suffolk, and Tilbury, went in to batter Bocca Chica castle, and the four ships posted there, namely, the Galicia, the admiral's ship, San Carlos, Africa, and St. Philip, all mounting upwards of sixty guns, and in the most advantageous position, both for opposing any attempt of slipping into the harbour, or to annoy any battery that could be raised ashore; and as the Spanish ships had no interruption from the latter, they failed not to play as briskly on the commodore, and with greater execution than the castle. In the mean time the Boyne falling so far to leeward, as to lie exposed to the whole fire of the Spanish ships and fort St. Joseph, was very much shattered, and ordered off again that night, while the rest still continued there. Among these the Princess Amelia, belonging to Sir Chaloner Ogle's division, having fallen farther to leeward than was intended, lay fair to silence the new-mounted guns on the fascine battery, which she did accordingly: and this proved a great preservative to those who played the battery against the castle, and also to the men in camp, into which the shot, fired from the fascine battery, flew over the hill, and annoyed the soldiers. The Prince Frederick and Hampton-Court, sharing now, between them, the fire which had been employed against the Boyne, were also much shattered by morning, when the vice-admiral was obliged to call them off, after they had many of their men killed and wounded; and, among the former, the commander of the Prince Frederick, lord Aubrey Beauclerc, who
was

was an officer both of courage and of a cool temper*. The Suffolk and Tilbury being well anchored to the northward, lay successfully battering against the breach till evening, at which time every thing appearing fit for an assault, they were ordered off.

Every impediment that prevented the army making an assault on Bocca Chica, being at length removed by the bravery of the seamen, General Went-

* This brave man, in whose untimely death his country sustained a sensible loss, was the eighth son of Charles, duke of St. Albans, natural son of king Charles the Second, by Mrs Eleanor Gwin; a neat monument is erected to his memory in Westminster Abbey, with the following inscription: the epitaph written by Dr. Young.

Whilst Britain boasts her empire o'er the deep,
This marble shall compel the brave to weep.
As men, as Britons, and as soldiers mourn;
'Tis dauntless, loyal, virtuous Beauclerk's urn.
Sweet were his manners as his soul was great,
And ripe his worth though immature his fate.
Each tender grace that joy and love inspire;
Living he mingled with his martial fire;
Dying, he bad Britannia's thunder roar;
And Spain still felt him when he breath'd no more.

The lord Aubrey Beauclerk was the youngest son of Charles, duke of St. Albans, by Diana, daughter of Aubrey de Vere, earl of Oxford.

He went early to sea, and was made commander in 1731. In the year 1740, he was sent on that memorable expedition to Carthage, under the command of admiral Vernon, in his majesty's ship the Prince Frederick, which with three others, was ordered to cannonade the castle of Bocca Chica. One of these being obliged to quit her station, the Prince Frederick was exposed, not only to the fire from the castle, but to that of fort St. Joseph, and to two ships that guarded the mouth of the harbour; which he sustained for many hours that day, and part of the next, with uncommon intrepidity.

As he was giving his commands upon deck, both his legs were shot off. But such was his magnanimity, that he would not suffer his wounds to be dressed till he had communicated his orders to his first lieutenant, which were, to fight his ship to the last extremity. Soon after this, he gave some directions about his private affairs, and then resigned his soul with the dignity of an hero, and a christian.

Thus was he taken off in the thirty first year of his age. An illustrious commander, of superior fortitude and clemency; amiable in his person, steady in his affections, and equalled by few in the social and domestic virtues of politeness, modesty, candour, and benevolence.

He married the widow of colonel Francis Alexander, daughter of Sir Henry Newton, knight, envoy extraordinary to the court of Florence and the republic of Genoa, also judge of the high court of admiralty.

worth,

worth, on the 25th, in the evening, directed the troops to move forward, whilst captain Knowles, with a number of seamen in boats, made a favourable diversion, and threw the Spaniards into great confusion. Brigadier Blakeney, who was the commander of the day, directed the assault. Upon a signal given, a volley of round shot was poured in upon the breach from the great-gun battery, and was immediately followed by a second of grape shot, which drove the centinels from the walls. No sooner did the grenadiers begin to mount the breach, than the Spanish garrison was dismayed, and fled in confusion. Don Blas de Lefo, who commanded the Spanish ships that were stationed at the mouth of the harbour, seeing the firmness with which the attack was made, gave orders for every ship to be scuttled. The Africa and San Carlos presently sunk; the St. Philip was set on fire; and the crews hurried so precipitately into their boats, that they rowed off, leaving the captain and sixty men, on board the Galicia, the only ship that remained.

Whilst the Spaniards were thus thrown into consternation, captain Knowles directed the boats to row close under the lee-shore; and from thence he stormed the fort of St. Joseph, which he took possession of about ten o'clock that night, the Spaniards abandoning it, after having fired some few guns. The captains Knowles and Watson, being now within the boom, rowed their boats up to the Galicia, made the captain, and all on board, prisoners, and secured the Spanish admirals flag and colours.

The Galicia being thus captured, the boats went to work on cutting the boom, and removing the ship out of the Channel, in order to make a clear entrance for the fleet to come into the harbour.

On

On the 26th, being the day after taking Bocca Chica, the vice-admiral hastened into the harbour to make proper dispositions and give the necessary orders: but he had great difficulty to get in, as the San Carlos and Africa were sunk in the channel, and the St. Philip continued burning on the lee shore, so that he was above three hours warping through, after anchoring in the narrows, before he could possibly sail up the harbour, which he did about two leagues that evening. In like manner the Burford and Orford were next day ordered to advance, and post themselves across the harbour as near as possible, but just without gun shot of Castillo Grande, in order to cut off from the Spaniards all communication by water. On the same day the Worcester got up to the vice-admiral, who sent her to anchor close by a wharf where was a good crane and spring of water, which last he thought proper to secure for the service of the fleet. The Weymouth and Cruizer sloop getting in the same afternoon, were ordered to destroy the batteries at Passo Cavallos, a creek which parts the grand Barr from the main, through which the supplies of provisions from Tolu and Sina were to pass, and where the Spaniards had erected two small batteries, one of eight and the other of four guns; after they had performed this service, the Cruizer went up the creek and brought away four large Sina hulks, being vessels scooped out of a solid tree, but large enough to carry twenty tons; these proved very serviceable in watering the fleet. In the mean time the two divisions of the vice and rear admiral, with part of the transports, continued to sail and warp in as fast as they conveniently could; but were greatly retarded by blowing weather, which, by forcing the small ships to take shelter in the mouth of the harbour, so choked it up as to prevent the men of war making the desired dispatch, often anchoring foul of one another,

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another; but being all got in on the 30th, the fire-ships and frigates were disposed round the harbour in order to guard every pass and creek, and to cut off any supplies going to the town; while commodore Lestock with his division was left at Bocca Chica with orders to re-embark the forces and cannon as soon as possible.

The fort of Castillo Grande was the next fortification which opposed their advances towards the town of Carthagena, for the security of which the Spaniards had moored and sunk seven of their galleons and other ships, and had moored their two remaining men of war, the Conquestador, of sixty-six guns, and the Dragon of sixty.

On the 30th the vice-admiral held a general council of war of the navy officers, in which it was resolved, to use all possible expedition to cut off the communication of the town on the land side, and make a descent at the most convenient place, and nearest the town. Immediately after, Sir Chaloner Ogle and several more ships turned up the harbour and anchored at some distance from Castillo Grande, where the Spaniards made a shew of preparing to receive them. But captain Knowles being sent in the evening to reconnoitre, observed that they were busy in moving about with thirteen launches, and next morning he found they had sunk the Conquestador and Dragon, and were removing things out of Castillo Grande. The captain immediately returned and acquainted Sir Chaloner Ogle of it, who instantly ordered him to weigh, and run in with his ship and fire on the castle, to see if they would return it; this he accordingly did, and the castle not firing a shot, he sent his boats ashore, who rowed directly up to the castle and took possession of it without any opposition.

Though this castle mounted fifty nine guns and was in a condition to make a good defence; yet

the Spaniards perceiving, that the day before, the rear admiral's boats were founding, and being well aware that his ships could lay their broadsides within pistol shot of the castle, they abandoned it, having slightly spiked up the guns, without dismounting them, or knocking off their trunnions; and had thrown their powder into a cistern of water. But most of the guns were got clear again, and captain Knowles was appointed Governor of the castle, with a garrison of one hundred regular troops and fifty sailors. This was a most advantageous acquisition for shortening the operations of the army, as after their embarkation they could now relate within a league of the town; so that St. Lazar was the only remaining fort, the reduction of which was to be next undertaken; for as it covered the south side of Carthagena, and commanded all the avenues, it was absolutely necessary to be possessed by the British troops, before they could advance a step farther to lay siege to the town.

On the 1st day of April, the vice-admiral came to an anchor close by Castillo Grande; the sailors were employed to heave the masts out of the Spanish ships which had been sunk, thereby to obtain a free channel over such has had been sunk in the deepest water, and enabling the British fleet to proceed so high, as with their cannon to cover the descent of the troops as near the town as possible. This service was effectually performed by the inflexible ardour of the seamen, whereupon two bomb-ketches advanced; and two frigates, commanded by captains Renton and Broderick, followed to cover them. The land-forces were landed at Texar de Gracias, a country house formerly hired by the South-Sea factors, and about two miles from St. Lazar. The first division of the troops was commanded by brigadier Blakeney, to oppose which the Spaniards drew out the whole strength of the town, but the ships fired

upon

upon them so successfully, that numbers were swept away; so that the Spaniards, unable to stand their ground, retreated with precipitation.

General Wentworth at the head of the forces, advanced through a long and narrow defile, where some few of our men were hurt by single shot, from the paths and openings into the wood; the Spaniards having made a lodgement there, but were soon put to flight. About a mile further, coming out of the defile, about six hundred Spaniards were perceived to be advantageously posted, and seemed resolved to dispute our passage. The ground over which the troops were to march did not admit of much more than one large platoon in front, a lagoon lying on their left hand and a thick corpse on their right, into which last the general ordered a party of American soldiers to fall upon the rear of any small parties which might be lodged there, to flank them in their march. The grenadiers moved forward with great alacrity, and after receiving two fires from the Spaniards with very little loss, the front platoon gave their fire at about the distance of half a musket-shot, and immediately wheeled to the right and left, to make room for the next to advance; from which the Spaniards judging that the whole body gave way, expressed their joy by a loud huzza; but being quickly convinced of their mistake, by the fire of the next platoons, they fell into disorder and fled with precipitation towards the city; upon which the general immediately possessed himself of a commodious piece of ground for forming a camp, about a small mile from the castle of St. Lazar; and in the evening sent a party up to take possession of la Pola, which the Spaniards had abandoned. This was a convent situated on a hill, which overlooked the town and country for several leagues.

Thus our affairs went on prosperously; but a fatal delay in attacking the fort of St. Lazar, which se-

cured to the town a free communication with the country, prevented that advantage being taken of the panic into which the Spaniards were thrown, by the bold advances of the British troops; thereby the enemy had an opportunity of finishing some works which they were carrying on, farther to strengthen the place. Three days elapsed, in which the troops were obliged to lay on their arms at night, for want of tents, and by being thus exposed to the intense heat of the sun in the day time, and the chilling night dews, were greatly enfeebled, and a contagious distemper spread itself through the camp.

The commanders now vented their resentment against each other. The general complained that the fleet lay idle, while his troops were harrassed and diminished by hard duty and distemper. The admiral affirmed that his ships could not lie near enough to batter the town of Carthagena, and upbraided the general with inactivity and want of resolution, to attack the fort of St. Lazar, which commanded the town, and might be taken by scalade. Wentworth, stimulated by these reproaches, resolved to try the experiment. His forces marched up to the attack, but the guides being slain, they mistook their route, and advanced to the strongest part of the fortification, where they were moreover exposed to the fire of the town. Colonel Grant, who commanded the grenadiers, was mortally wounded: the scaling-ladders were found too short; the officers were perplexed for want of orders and directions; yet the soldiers sustained a severe fire for several hours with surprizing firmness; but at length retreated in good order, leaving above six hundred men killed or wounded on the spot. Their number was now so much reduced, that they could no longer maintain their footing on shore: the periodical rains which fall on the continent of South-America, were now setting in with such violence, as rendered it impossible for the soldiers

soldiers to live in camp, or for the siege to be carried on to effect; it therefore became necessary to re-embark the troops, and the attack upon the town was then found to be impracticable. The admiral, however, resolved, before the design was wholly laid aside, to prove the impossibility of taking the place by sea; he therefore sent in the *Gallicia*, (one of the Spanish ships which had been taken at Bocca Chica,) to cannonade the town, with sixteen guns mounted on one side, like a floating battery. This vessel, manned by detachments of volunteers from different ships, and commanded by captain Hore, was warped into the inner harbour, and moored, before day, at a considerable distance from the walls, in very shallow water. In this position she stood the fire of several batteries for some hours, without doing or sustaining much damage. When a sufficient trial had been made of the effect produced by this attack, the admiral ordered the men to be brought off in boats, and the cables of the ships to be cut; so that she drove with the sea-breeze, upon a shoal, where she was soon filled with water. The inference which the admiral drew from this experiment was, that the depth of water in the inner harbour was not sufficient to admit large ships near enough to batter the town with any success. To confute this principle, it has been asserted, that although this was the case in that part of the harbour to which the *Gallicia* was conducted, yet a little farther to the left, he might have stationed four or five of his larger ships a-breast, within pistol shot of the walls; and if this step had been taken when the land-forces marched to the attack of St. Lazar, in all probability the town would have surrendered*.

During the attack upon the town, a carcass, which was fired from a bomb-ketch, fell into the great

* Smollet's History of England, Vol. XL. p. 84.

church,

church, where the principal magazine of powder lay : it set fire to some planks that covered this powder, by which it would very soon have occasioned a general explosion, sufficient to have laid the town in ruins ; but the greatness of the danger led every one to exert themselves so effectually, that the fire was stifled, by throwing sand upon it, before it had proved fatal.

The sea officers and sailors having been employed in getting the masts, anchors and cables out of some of the Spanish ships that had been sunk, our fleet was soon in a condition to proceed to sea again ; and on the 23d and 24th it was resolved in a general council of war, to return to Jamaica, on account of the general sickness in the army. Under the direction of Captain Knowles, the entire demolition of Castillo Grande was completed on the 25th, the vast thickness of the walls, and the hardness of the cement rendering the operation tedious and difficult. Also the fifty nine pieces of ordnance in this fort were rendered unserviceable, by spiking them up, and knocking off their trunnions. After thus completing the demolition of all the defences of the harbour, and destroying the lime kilns, in order by that means to retard the Spaniards from erecting other buildings, and carrying off all their store of lime and lime stone, for the service of the hospital building at Jamaica, vice-admiral Vernon left the harbour on the sixth day of May, without injuring any of the inhabitants, or through wantonness giving the least loose to any of those lawless ravages common in war ; which the admiral directed to be carefully guarded against both by officers and sailors.

When the troops were re-embarked, the distempers peculiar to the climate and season began to rage with redoubled fury. On the 8th day of May, the vice-admiral sat sail for Jamaica, having stationed

tioned captain Mayne, in the Worcester, with the Strafford, Princess Louisa, and Litchfield, to cruise to windward of Cape Tiberon till the 30th, for the security of the convoy, with victuallers and store-ships expected from England; and on the 19th, the vice-admiral arrived with the fleet in Port-Royal harbour, where he found the convoy safely arrived four days before him. Presently after he sent home seven eighty gun ships, with the Hampton-Court, Burford, Windsor, Falmouth, and five frigates, under the care of commodore Lestock. The climate of Jamaica was very unpropitious to the recovery of the sick, many of them died ashore, among whom was lord Augustus Fitzroy, commander of the Orford.

It was necessary now to determine how the fleet and troops might be best employed against the enemy; for which purpose a general council of war was assembled on the 26th day of May *. In the opinion of the officers which composed it, the only expedition that was adviseable to be undertaken was against St. Jago de Cuba. The two admirals and both the generals signed this resolution, but the governor, Mr. Trelawney, dissented from it; and recommended an attempt upon Panama. Indeed the reduction of the town and port of the Havannah was looked upon as impracticable, because, besides the strength of the place, Don Roderigo de Torres lay there with a powerful fleet of Spanish men of war. The land forces being now greatly reduced by the mortality which raged among them, the governor raised a corps of one thousand negroes, for the expedition.

The admiral sailed from Jamaica on the 1st day of July, with eight ships of the line, a fifty gun ship and eight frigates; having with him about forty transports, on board of which were, including blacks,

three

three thousand four hundred land-forces. On the 18th of the same month the fleet anchored in Walthenham harbour, on the south side of the island of Cuba, a large and secure haven, which protects the vessels that ride in it from the hurricanes which are so frequent in the West-Indies, especially at the time of year when this expedition was set on foot. Into this harbour the fleet sailed without molestation, and the troops debarked immediately. No sooner had the admiral cast anchor here, than he seemed to have laid his account for the reduction of the whole island; by giving the name of Cumberland harbour, to what had before bore the name of Walthenham. This place lies about eleven leagues to the south-west of St. Jago, and is distant by land about sixty miles, on which side the city is almost entirely defenceless. Its fortifications to the sea were not formidable, but the entrance into the harbour is so extremely narrow, and the navigation so dangerous, that nature has sufficiently secured it from a naval attack. These circumstances caused a resolution to be taken in a general council of war, to march the troops, with all possible expedition, to the attack of the place.

The army accordingly proceeded up the country, without meeting an enemy; but from some secret cause which was never explained, after they had proceeded about twenty miles in that direction they encamped on the banks of a navigable river, and there remained totally inactive as to their grand object: indeed, the general detached several reconnoitring parties, which falling in with small bodies of the enemy, repulsed them, with very little loss on either side. One of these reconnoitring parties, consisting of one hundred and fifty Americans and negroes, commanded by major Dunster, penetrated as far as the village of Elleguava, where he continued some time; but not being supported by the main army, the major returned to camp. Whilst

Whilst every thing remained inactive on shore, admiral Vernon dispatched part of his fleet to block up the port of St. Jago, and to watch the motions of the Spanish admiral at the Havannah, expecting with the utmost impatience to hear of the army's progress. But on the 5th day of October he had the mortification to receive a letter from general Wentworth, expressing his doubts of being able to advance farther, or even to subsist his army much longer in the part which they then possessed. On the 9th the general called a council of war; the members of which were unanimously of opinion, that it was impossible to march farther into the country without exposing the troops to certain ruin. The army nevertheless continued in its encampment till the 7th day of November, when another council of war, consisting of the land-officers only, resolved, that the troops ought to be re-embarked with all possible expedition; and they were accordingly put on board the transports on the 20th, without the least molestation from the enemy. The fleet and transports then proceeded to Jamaica. Thus ended the operations in the West-Indies during the year 1741, in which the lives of many brave men were sacrificed through the misconduct of their commanders. It is sometimes extremely difficult to assign the true cause of the failure of an expedition; that against Carthage is such an one. How it came to pass that the man who attacked the place by sea, with a small force the year before, should find it impossible to reduce it with a much larger, although seconded by a numerous army, is hard to say. It has been the opinion of some very good judges of the strength and condition of the town, that after the several fortresses which commanded the lake were reduced, the town might have been taken by the fleet without the

assistance of any land-forces; but so injudiciously was the attack conducted, that no ships were stationed to annoy the town by sea, and the assault from the harbour has been censured as very improperly made: After all, though the English soldiers and sailors were disappointed of their expected spoils, yet the Spaniards sustained very severe losses by the dismantling of their forts, the spiking a considerable number of their guns, and the entire destruction of four men of war, an equal number of galleons, besides many small vessels. Some have charged the ministry at home with a secret design that the place should not be reduced, arising from an apprehension that such a conquest would precipitate the nation in a war with France, who was not likely to remain a quiet spectator of the dismemberment of the Spanish empire.

In Europe the British fleets made a great parade without performing any essential service. Sir John Norris was appointed to command a squadron of sixteen ships of the line, besides the *Blaze* and *Lightning* fireships, having upwards of eight thousand sailors on board. With this considerable force he sailed for the coast of Spain, and arrived in the bay of Biscay with the whole fleet on the 5th day of August 1741: where after taking and destroying only some small vessels by captain Harrison, in the *Argyle*, which apprized the country of the arrival of an English fleet, and cruizing a little while on that coast, the admiral returned to Spithead on the twenty-second of the same month.

Admiral Haddock with thirteen men of war cruised in the Mediterranean during the summer. The principal services which his fleet was designed to perform were, to prevent the Spanish fleet from *Cadiz* and the French fleet from *Toulon* forming a junction, and to intercept the troops which were

to be transported from Barcelona to Italy, in order to act against the queen of Hungary. But unfortunately neither of these purposes was answered, for while Haddock lay at anchor in the bay of Gibraltar, the Spanish fleet passed the straits in the night, and was joined by the French squadron from Toulon. The British admiral sailing from Gibraltar fell in with them a few days after, on which the united squadrons formed themselves in line of battle. Hereupon Haddock bore down upon the Spanish fleet, when the French admiral sent a flag of truce to inform him, that as the French and Spaniards were engaged in a joint expedition, he should be obliged to act in concert with his master's allies. This interposition prevented an engagement, the combined fleets amounting to more than double the number of the British squadron. Admiral Haddock was therefore obliged to desist, and proceeded to Port Mahon, leaving the enemy to prosecute their voyage without molestation. The nation was incensed at this transaction, and did not scruple to affirm that the hands of the British admiral were tied up by a neutrality entered into for Hanover*.

In the month of July, two ships of Haddock's fleet fell in with three French men of war, captain Barnet, the English commodore, supposing them to be Spanish register ships, fired a shot in order to bring them to; upon their failing to comply with the signal, a sharp engagement ensued; after they had fought several hours, the French commander ceased firing, and thought proper to come to an explanation; when he and Barnet parted with mutual apologies.

The commander that most eminently distinguished himself at this time both for his activity and bra-

* Smollett's History of England, Vol. XI. p. 98.

very, was captain Ambrose, in the *Rupert* man of war of sixty guns, then on a cruise in the bay. He took the *St. Antonio de Padua*, a privateer belonging to St. Sebastians, of sixteen guns and one hundred and fifty men, as also another privateer, called the *Biscay*, mounting ten carriage and two swivel guns, with one hundred and nineteen sailors on board. These were desperate fellows who had taken twenty-three English prizes, since the commencement of the war, but after a smart engagement they submitted to the British flag. Captain Ambrose having brought his two prizes into Plymouth, sailed again to his station; and on the 13th of September, as he was cruising in the bay off Machiacaca, in the evening he saw a sail from the mast head, to the windward, when after chasing her that night and the next day, about seventy-five leagues, he came up with and took her after some resistance, and brought her into Plymouth. She proved to be the *Duke de Vendome*, the largest privateer belonging to St. Sebastians, mounting twenty-six carriage guns, and two hundred and two men, among which were some English, Scots, and Irish, commanded by don Martin de Areneder, a Frenchman. Captain Ambrose immediately proceeded to cruise on his station.

On the 17th of November, the same officer descried two ships to the windward, which he chased, and at the same time he observed a sail to chase him, which happened to be a Spanish privateer of twenty-four carriage, and twenty swivel guns, with one hundred and eighty-seven men, commanded by don Francisco de l'Arrea. Captain Ambrose disregarding her, continued his first chase, and on coming up with them, did not fire to bring them to, but sent his boat on board, and finding they were Dutchmen, apprized them of his intention to deceive

the privateer. Accordingly, the captain reefed his sails, and trimmed his ship, and the Spaniards suspecting her a consort of the Dutchman, crowded sail, and by dusk was within two leagues, when captain Ambrose shortened sail to wait for her. As soon as the privateer got within a mile, she discovered the force of the Rupert, and hauled upon a wind. Immediately captain Ambrose followed her with all the sail he could make. On the 8th, at two in the morning, the Rupert got within gunshot of the privateer, but soon after lost sight of her; at day-break captain Ambrose saw her again, but the privateer escaped a second time. On the 9th, the captain discovering her again, pursued all day, and began to engage her at half an hour past midnight: the action lasted till two in the morning, when the Rupert boarding her she struck. The privateer had twelve men killed; two had their arms and legs shot away, and the captain with several of his men dangerously wounded, the Rupert having lost only one man, who fell into the sea in boarding the privateer, which was completely fitted out with a great quantity of small arms, cutlasses, poleaxes, &c. and had met with no prize in that cruise. As a recompence for captain Ambrose's vigilance in suppressing the Spanish privateers, the merchants of London presented him with a large silver cup, his arms chased on one side, and on the other the representation of the Rupert in pursuit of a privateer; and the merchants of Bristol also presented him with a piece of plate of one hundred pounds value on the same account.

On the 12th day of October, Sir John Norris, sailed again in the victory from St. Helens, upon another expedition, accompanied with the Royal George, Royal Sovereign, Barfleur, Neptune, Sandwich, Nassau, Buckingham, Newcastle, and Port Mahon,

Mahon. This fleet proceeded for the Spanish coast, the arrival of which did not much terrify the inhabitants, especially as since the last visit of a British squadron, they had put themselves in a posture of defence, by repairing their fortifications, and having their militia ready posted along the shore; so that without attempting any thing, the admiral returned with the squadron for England, and arrived at Spit-head on the 6th of November.

These several expeditions, carried on with such considerable force, and at so vast an expence, without effectually annoying the enemy, although under the conduct of an admiral, who had formerly acquired great naval glory, raised a general discontent in the nation.

Many captures were made both by the Spaniards and the English, chiefly by the privateers of the two kingdoms which cruised both in Europe and America. It has been computed that the captures made of British ships from the commencement of the war to the end of the year 1741, amounted to 372 merchantmen of different burdens; the Spaniards on their part lost 390, notwithstanding which the value of the British prizes exceeded these of Spain. What added to the mortification which the merchants endured was, that the Spanish cruisers had the audacity to visit the English coasts, and to come within soundings; whilst the board of admiralty was shamefully remiss in stationing frigates in such a manner as should protect the coasts from insult, and give security to the trade of the kingdom. The merchants at length determined to lay their grievances before parliament, and solicit assistance from thence.

During this summer the attention of the people was called off from foreign to domestic transactions. The parliament being dissolved by proclamation in April,

April, writs were issued for electing a new one. Never were greater exertions made than on this occasion, and indeed this election may be considered as producing the most violent contest between the two parties, which had happened since the revolution. The two contending parties were now generally called the court and country party; though the former affected to call themselves the Whig, and the other the Tory interest; which distinction was certainly ill-founded, because the prince of Wales and many of the most eminent whigs were at the head of the country party, and on the other hand the court party was zealously assisted and supported by almost the whole body of Roman catholics, and by the bishops and dignified clergy. The duke of Argyle exerted himself so successfully among the shires and boroughs of Scotland, that the partisans of the ministry could not secure six members out of the whole number returned from North Britain. They were however much more fortunate in the election of the peers, who were chosen strictly according to the list transmitted from court. Instructions were delivered by the constituents to a great number of members returned for cities and counties, exhorting and requiring them to oppose a standing army in time of peace; to vote for the mitigation of the excise laws; for the repeal of septennial parliaments; for the limitation of place-men in the house of commons, that every particular of the public expence should be examined into, and proper measures taken, to redress those grievances under which the nation groaned.

The new parliament met on the 1st day of December, and again chose Mr. Onslow their speaker. His majesty opened the session on the 4th, with a speech, in which he represented the dangers with which Europe was threatened, by the confederacy for

for subverting the house of Austria; and recommended to both houses, a necessary concern for maintaining the liberties of Europe at that important crisis.

It soon appeared that the country party had obtained a majority in the house of commons, and that the power of Sir Robert Walpole was in the greatest danger. He knew that the majority of a single vote might at any time commit him prisoner to the Tower; and that his safety depended on his dividing the opposition; he therefore employed all his credit and dexterity to produce this. A message was sent by the bishop of Oxford, to the prince of Wales, who was at the head of the opposition, importing, that if his royal highness would write a letter of condescension to the king, he and all his counsellors should be taken into favour; fifty thousand pounds be added to his revenue, four times that sum be immediately disbursed for the payment of his debts; and in due time, a suitable provision be made for all his followers. Yet this proposal, though so extremely advantageous, the prince declined; and declared, that he would accept of no such conditions while Sir Robert continued to direct the public affairs: that he considered him as a bar between his majesty and the affections of his people; as the author of the national grievances, and the sole cause of that contempt in which Great Britain was held in all the courts of Europe. Sir Robert being thus disappointed, and finding that he had little power in determining disputed elections, upon an opposition of this kind, declared that he would never more sit in that house; and the next day, which was the 3d of February, 1742, the king adjourned both houses of parliament till the 18th of the same month. In this interim, Sir Robert was created earl of Orford, and resigned all his

his employments. Upon this occasion he displayed the most prudent policy, by separating the parts which composed the opposition. Walpole's place of chancellor of the exchequer was bestowed upon Mr. Sandys, who was also appointed one of the lords of the treasury; and the earl of Wilmington succeeded him as first commissioner of that board. Lord Harrington being created an earl, was declared president of the council; and in his room, lord Cartaret became secretary of state: Mr. Pulteney was sworn of the privy council, and afterwards created earl of Bath: the earl of Winchelsea and Nottingham was made head of the admiralty, in the room of Sir Charles Wager: and the earl of Stair appointed field-marshal of all his majesty's forces, and ambassador extraordinary to the States-general.

On the 7th of February, the prince of Wales, attended by a numerous retinue of his adherents, waited on his majesty, who gave him a gracious reception, and ordered his guards to be restored. The reconciliation between the king and the prince, together with the change of the ministry, were celebrated with public rejoicings all over the kingdom; and the utmost concord appeared in the house of commons. But it was soon found that those who had declaimed the loudest against the public measures, had been solely influenced by motives of self-interest; and those motions which had been deemed most patriotic, on being now made to the house, were opposed by those who had formerly exerted themselves with the greatest eloquence in their defence. Among other instances, a motion being made by Sir Robert Godschall, for leave to bring in a bill to repeal the act for septennial parliaments, he was warmly opposed by Mr. Pulteney and Mr. Sandys, and the question passed in the

negative. From this, and many other instances of the like kind, it appeared, that though the ministry had been changed, the same measures were pursued.

The new parliament voted forty thousand seamen, and sixty-two thousand five hundred landmen, for the service of the year 1742; the expence of the year amounted to near six millions. The house of commons took into consideration the state of the linen manufactures of Great Britain and Ireland, and finding them in a very flourishing state, in order to contribute to their farther advancement, an act was passed, whereby an additional duty was laid on all foreign cambrics imported into Great Britain, and for allowing thereout a bounty upon certain species of British and Irish linen exported. Hereby an additional duty was laid of one shilling and five-pence per half piece, or two shillings and ten-pence for every piece of foreign cambric imported; out of which additional duty a bounty of one penny was allowed for every yard of British and Irish linen, of the value of from six-pence to twelve-pence; and a half-penny per yard for linen, under the value of six-pence per yard exported. The bank of England this year lent the public towards the supplies, the sum of one million six hundred thousand pounds; in consideration of which service, an act of parliament passed to continue to that company the exclusive privileges of banking, formed by a partnership of more than six persons, till one year's notice, and repayment of principal and arrears, after the first day of August, 1764. By this act, persons forging, counterfeiting, or altering of any bank note, bill of exchange, dividend warrant, or any bond of obligation under that company's seal, or any indorsement thereon, or knowingly uttering the same, shall suffer death without benefit of clergy. Hereby

also

also the company's servants breaking their trust to the company, shall suffer death as felons, without benefit of clergy.

By an act passed at this time, a bounty of five pounds over and above his wages was granted to every able-bodied seaman, and three pounds to every ordinary seaman; and the widows of such as might from thenceforth be killed in the service, were granted a year's pay as a bounty. This act extended to Ireland. By it, the pay for seamen in the merchant's service was regulated at thirty-five shillings per month, for the next twelve months following, and not to exceed that sum.

A north-west passage to China, Japan, and India, had long been supposed to exist, but twenty years had now elapsed since any attempt had been made to explore it. Mr. Arthur Dobbes, a native of Ireland, and a man of ingenuity and enterprize, found means to prevail on the board of admiralty to cause another attempt to be made for finding that supposed passage, which was undertaken at the public expence. Accordingly two king's ships were sent out on that discovery, under the direction of captain Christopher Middleton, who had been twenty years a commander in the Hudson-bay Company's service.

His instructions from the board of admiralty, on the supposition of finding a passage, were in substance as follow:

"In places where you meet with inhabitants make purchases with their consent, and take possession of convenient situations in the country, in the name of his majesty of Great Britain; but where there are no inhabitants, you must take possession, by setting up of proper inscriptions, as first discoverers and possessors. If in your passage, you meet with any ships trading to the western countries, east-

ward of Japan, or any Japanese ships, and you apprehend any danger from them, arising either from their force or number, you are then to proceed no farther on the discovery, but immediately to return; that ships of sufficient force may be sent out next season, to begin a trade, or make a settlement, without any apprehension of disturbance from any powerful nations on that side, least any accident should prevent your return, and discourage any farther attempts to be made for the future. If you should arrive at California, without any apprehension of danger, and choose to winter in forty-two degrees, (where Caxton is said to have found a civilized nation and a good harbour) or else more southerly, then endeavour to meet captain Anson, in the month of December, before the arrival of the Manilla, or Acapulco ship at Cape St. Lucas, the southern cape of California; and leave a copy of your journal with him, lest any accident should happen to you upon your return; and so the discovery be lost, and that it might prevent ships being sent out to your relief in case of shipwreck."

Given under our hands the 20th day of May,
1741.

CHARLES WAGER,
THOMAS FRANKLAND,
GLENORCHY *.

The captain sailed on the discovery in 1741, and wintered in the vast bay of Hudson, at one of the company's forts on Churchill river; and in the summer of 1742, he sailed again as far north as sixty-six degrees and a half, and searched into an inlet or river westward, which he named Wager river; and being then fully convinced that no such passage was

* Captain Middleton's defence of his conduct, published 1743.

to be found, he returned home that same year with the king's ships.

This miscarriage, the projector of the enterprize endeavoured to persuade the world, ought to be imputed to the captains neglect, whom he accused of really knowing that such a passage did exist, but purposely concealing it in order to favour the Hudson's bay Company, who laboured to prevent the knowledge of it from the apprehension that it would cause their trade to be laid open. He founded these severe charges against captain Middleton, on the saltness of the water, the strength of tides and currents up Wager straits (or river) and because black whales were found therein, and in the open called, the Welcome, which lies near it. Later experience has tended to prove the navigator in the right, and the projector in the wrong. But much more light would be thrown on this matter, if that luminary in navigation, captain Cook, should be so fortunate as to return from the expedition in which he has been now three years engaged, and for whose safety the lovers of science are justly anxious.

Hitherto the war with Spain had been carried on by sea, where the natural strength of Great Britain lay, but the jarring interests of the potentates of Europe were now on the point of spreading that desolating evil over the continent. The king's attachment to his electoral dominions, contributed greatly to cause the new ministry to engage in the German quarrel; an army was therefore prepared to be sent over into Flanders, which rendered the war with Spain no more than a secondary consideration.

To understand the posture of public affairs at this period, it will be necessary to give a short view of the origin of the troubles on the continent. In the year 1740 the emperor Charles VI. died, which immediately

ately caused the court of France to throw off that pacific system she had so long adopted, and regardless of treaties, particularly the pragmatic sanction, which settled upon the daughter of the emperor the reversion of all his dominions, the French caused the elector of Bavaria to be crowned emperor. Thus the daughter of Charles VI. descended from an illustrious line of emperors, saw herself stripped of her inheritance, and, for a whole year, without hopes of succour. She had scarce closed her father's eyes, when she lost Silesia, by an eruption of the young king of Prussia, who seized the opportunity of her defenceless state, to renew his ancient pretensions to that province, of which it must be owned his ancestors had been unjustly deprived. France, Saxony, and Bavaria, attacked the rest of her dominions. In this forlorn situation she found a powerful ally in Britain; Sardinia and Holland soon after came to her assistance; and, last of all, Russia joined in her cause. It may be demanded, what part Britain had in these continental measures? The interests of Hanover; the security and aggrandizement of that electorate, depended upon the proper regulation of the empire. Lord Carteret had now taken that place in the royal confidence which had formerly been possessed by Walpole; and, by pursuing these measures he soothed the wishes of his master, and opened a more extensive field for his own ambition. He expected honours from victories which could produce no good; and from campaigns, which, whether successful or unfortunate could only terminate in misfortune. The ministry, who were formerly the foremost to declaim against continental measures, now boldly stood up in defence of them; and, at length, by dint of number, carried their cause. The people saw, with pain, their former defenders sacrificing the blood and treasure of

of the nation upon destructive alliances; they knew not now on whom to rely for safety; and began to think that patriotism was but an empty name. However injurious these measures might have been to the nation, they were of infinite service to the queen of Hungary. She began, at this period, to triumph over all her enemies.

The remonstrances which had been made to parliament, not only by the merchants of London, but from the cities of Bristol, Exeter, and Glasgow; the towns of Liverpool, Lancaster, Biddeford, Southampton, and other places; setting forth that the British trade and commerce had been continually exposed to the depredations of Spanish privateers, ever since the breaking out of the war, led the house of commons to enter into resolutions for the better protection of the commerce of the nation, and a number of frigates were appointed to cruise in the channel and along the coasts, to disperse the ships of Spain that infested those parts.

A re-enforcement of ten sail under the command of commodore Lestock, who had left the West-Indies soon after the return of the fleet from the expedition against Carthagea, was sent to admiral Haddock, in the Mediterranean, and arrived at Port Mahon on the 1st day of February. Haddock, whom chagrin had reduced to a bad state of health, quitted the command to Lestock, and embarked on board the Roebuck man of war for England.

Lestock, whilst his fleet was getting ready for sea, dispatched some cruisers to the coast of Spain; these intercepted several vessels laden with provisions, designed for the Spanish troops.

On the 12th day of April the commodore left Port Mahon, having with him a fleet consisting of twenty-eight men of war, with which he proceeded to Toulon, from whence, after throwing the inhabitants

bitants into the utmost consternation, he departed, and proceeded to Antibes, and along the coast of Italy.

One of the first steps taken by the new ministry, was to appoint admiral Matthews to the command of the Mediterranean fleet: on which occasion he was advanced to be vice-admiral of the red, and commodore Lestock, who was to be second in command, was promoted to the rank of rear-admiral of the white.

Admiral Matthew's fat sail on the 16th day of April from Spithead, having with him four ships of the line, and under his convoy the merchant-ships for Oporto, Lisbon, and the Levant. He was likewise invested with the character of minister plenipotentiary to the king of Sardinia and the States of Italy.

The admiral joined the fleet at Villa Franca near Nice, and immediately directed captain Norris to destroy five Spanish gallies, which had put into the bay of St. Tropez; which service was effectually and expeditiously performed. It presently appeared very evidently that no good understanding subsisted between the commander in chief and the second in command, the former openly attacking the latter as soon as he arrived, on the score of a breach of respect, which the other insisted he had duely paid. In the month of May admiral Matthews was joined by rear-admiral Rowley, which rendered the British fleet somewhat superior to those of France and Spain united; which however still kept safe moored in the harbour of Toulon, whilst detachments from the English fleet scoured the coasts of Catalonia, Provence, and Italy. Whilst things remained in this situation, a French man of war sailed close along the harbour of Villa Franca, in sight of the British fleet, without paying the usual compliment to the flag.

flag. Admiral Matthews fired a gun at the Frenchman, to remind him of his omission, but this did not obtain the required salute. A man of war was hereupon ordered out, in order to chastise such insolence, who, at length poured a broad-side into the French ship, which sunk her instantly. Soon after this piece of chastisement was inflicted, admiral Rowley was detached with eight sail to cruise off the harbour of Toulon; in which station he fell in with and took a great number of the enemy's merchantmen, bound for different ports in Provence and Languedoc, having on board necessaries for the Spaniards. In August another squadron was sent out under commodore Martin, into the bay of Naples, to require of his Sardinian majesty, that he should immediately recal his troops that had joined the Spanish army, and enter into an engagement to remain neuter during the war, or, in case of his refusal, to lay his capital in ashes. On the appearance of this force, and when the terms insisted on were known, the city was filled with consternation; but the king by a prudent compliance averted the impending danger. The commodore having accomplished the object on which he was sent, rejoined his admiral, who had by that time taken his station with his whole fleet in the road of Hieres; there to continue during the winter season.

At the same time, captain Norris in the *Kingston* of fifty guns, and captain Callis in the *Duke* fire-ship, whilst cruising between Villa Franca and the isles of Hieres, had intelligence that five Spanish gallies laden with ammunition and provisions for the Spanish army, were sailed from St. Margareta, and had arrived at St. Tropez, a little harbour in Provence, they immediately followed them thither, with an intention to detain them till they had received orders from the vice-admiral in what manner to regu-

late their behaviour: but the Spanish gallies on their arrival began to fire on the British ships, and by thus breaking the rules established for a neutral port captain Norris directly gave orders to captain Callis to set fire to them, which he executed accordingly and destroyed them: while another part of the British squadron, cruising on the coast of Catalonia, bombarded the towns of Mataro and Palamos, by which a great part of the houses were destroyed and many of the inhabitants buried under the ruins.

While the vice admiral lay in Hieres bay, having received intelligence, that the Spaniards had got together some considerable magazines at St. Remo, a Genoese town on the Mediterranean, thirty miles north east of Nice, dispatched thither captain Martin, toward the latter end of August, who arrived before that place on the first of September, when he immediately sent a party on shore to search for the magazines, which they found, and entirely destroyed a large quantity of corn and flour, with two hundred and fifty quintals of straw, designed for the use of the Spanish army: after which nothing of any great importance happened this year in the British fleet, which continued their station off Toulon.

In the mean time the English merchants lost great numbers of ships in the British and German oceans, by which means their trade to Holland was greatly interrupted, and even became very precarious along their own coasts: besides, the Spaniards took and carried many considerable prizes into Vigo, Bilbao, and St. Sebastian, where our sailors suffered inexpressible hardships, being driven barefooted one or two hundred miles up the country, where they were thrust into damp dungeons, and allowed only bread and water by the Spaniards, and had not sixpence a day been granted by the British government to every prisoner

prisoner (and which was regularly paid them) they would have inevitably perished.

Many, however, of the British commanders, both of the king's ships and privateers, took several rich prizes from the Spaniards and destroyed a considerable number of their privateers, while the masters of the merchantmen bravely defended themselves, and never were taken but by a much superior force. Some of these gallant actions are as follows.

The earl of Northesk, commander of the Loo man of war, being on a cruize off cape Finisterre, had intelligence of a small privateer being at Porto Novo; upon which he stood in there on the thirtieth of June, but the privateer discovering him, got higher up the river than the Loo could venture; and it falling calm, lord Northesk was obliged to anchor close by the towns of Porto Novo and St. Jago, into which he fired a few shot: then landing some men, he dismounted four guns which were on a battery at Porto Novo; and after setting fire to several houses in St. Jago, he proceeded on his cruize, where, on the seventh of July, his lordship meeting with the Deal castle man of war, commanded by captain Elton, and receiving information of some vessels being at Vigo, they both ran up the river and anchoring before that town, they made prize of four vessels, after firing several shot into the town, in order to cover the boats while they cut them away, a smart fire of musketry from the shore being kept at them all the time. After this, the men of war continued their cruize, during which lord Northesk, upon intelligence that the privateer was still about the river of Porto Novo, on the 19th of July ran in and anchored under the island of Blydones, where his lordship put a lieutenant and sixty men, with two six pounders, into one of the sloops taken at

Vigo,

Vigo, which he sent up the river in quest of the privateer. The sloop could see nothing of her, but in her return she chased a bark on shore and set her on fire. Lord Northesk then landed some of his men, and after burning a village consisting of about forty houses, he repaired to his station.

On the 27th of December the Pulteney privateer, a large brigantine, mounting sixteen carriage guns and twenty six swivels, with forty two men, commanded by captain James Purcel, was returning to Gibraltar from a cruize in the mouth of the Straits; and as she was standing in for the bay from the west with little or no wind, was seen from old Gibraltar; from whence two large Spanish xebèques, each carrying one hundred and twenty men, twelve carriage guns, and a great number of patteraroes and musquetoons, were sent to take the Pulteney; and looking upon her as an easy prey, made haste with their oars, and soon come up with her, a little to the east of Europe point and almost within reach of the guns of Gibraltar, the governor of which refused a reinforcement of men, alledging that it was impossible so small a vessel even full of men could escape a force so much superior to her. The brave captain Purcel however resolving to defend his vessel to the last extremity; and finding his officers and men in the same disposition, prepared for an obstinate resistance. After a few single guns, the Spaniards came near, and hailing the vessel by her name, and the captain by his, entreated him to strike and preserve the lives of his men, otherwise to expect no quarter. These threats were returned with guns; after which the Spaniards attempted to board and were resolutely beat off; they made two attempts more, but captain Purcel prudently reserving half his broad-side, they had not courage to board him, though they exposed themselves so much, particularly

larly in the last push, that they could stand it no longer, and made off with their oars towards Malaga, having lost above one hundred of their men. The engagement lasted an hour and three quarters, the Pulteney having but one man killed and five more dangerously wounded; though, what is a very remarkable circumstance, every man on board was shot through his cloaths, the sails and rigging were all cut to pieces, and some nine pounders went through the hull and masts. It falling calm after the engagement, the Pulteney was towed round by several boats which came from Gibraltar; and the garrison had such a high sense of the merit of this action, that the governor, officers, and principal inhabitants contributed for a large piece of plate as a present to the captain with a suitable inscription, and gave a handsome reward to the sailors for their bravery.

These were the most important actions, in which the commanders of British ships this year distinguished themselves in the European seas. In the mean time, the government shewed a regard for the protection of their seamen, and also their resolution not to suffer any officer of the royal navy to escape with impunity either for a neglect of duty, or ill treatment of their men. For in May a cartel was settled with the court of Madrid for the exchange of prisoners; in pursuance of which above six hundred English seamen were released from St. Sebastian, and a considerable number exchanged at Gibraltar. Sir Yelverton Peyton captain of the Hector man of war, and captain Fanshaw commander of the Phoenix, having returned from their stations at Virginia and South Carolina, and complaints having been made about their conduct there, a court-martial was appointed to try them, which on the 9th of June was held by admiral Cavendish,

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on board the *St. George* at Spithead, when the court adjudged Sir Yelverton to be dismissed from ever serving in the royal navy, and mulcted captain Fanshaw six months pay for the use of the chest at Chatham, a fund of charity established in the year 1588, for the relief and support of wounded seamen. And on the 19th of August the same admiral held another court-martial at Spithead on the captain of the *Superbe*, who was cashiered and rendered incapable of serving again, for ill treatment to his officers, and inhuman cruelty to his men.

Such were the operations in Europe during the year 1743. Let us now follow the British fleet in its operations in the West-Indies; where, after the disgraceful retreat from Cuba, it rendezvoused at Jamaica. In January a re-enforcement of two thousand marines arrived from Europe; also the *Greenwich*, *St. Albans*, and the *Fox* man of war; upon which the admiral and general, although their animosities were nothing abated, formed a plan for a fresh expedition in concert with governor Trelawney, who agreed to accompany them therein. Their design was to disembark the troops at Porto-Bello, and march across the isthmus of Darien, to attack the rich town of Panama. Two months elapsed after this resolution was taken before the troops were all embarked, and the transports ready to sail. On the 9th day of March the whole fleet left Jamaica, and arrived at the place of their destination on the 28th. The fleet consisted of eight sail of the line, three fire-ships, and two hospital ships, together with forty transports, on board of which were three thousand land-forces; besides five hundred negroes raised by the governor. The Spanish forces at Porto-Bello, immediately on the arrival of this armament, made a precipitate retreat to Panama, without attempting to oppose their landing; but instead of

of debarking the troops, a council of war composed of land officers was called, in which it was resolved; that as the troops were sickly, the rainy season begun, and several of the transports not yet arrived, the design against Panama was rendered impracticable. Another motive for forming this resolution was, advice which had been received that the garrison of Panama had been greatly strengthened by fresh troops poured in. In pursuance of this determination, in which the admiral and sea officers bore no part, the fleet returned to Jamaica, to the utter disgrace of those who planned the enterprize, and of those who abandoned it without making a single effort to carry it into effect. In August captain Cusack in the *Litchfield* of fifty guns, was sent from Jamaica, with about three hundred soldiers, to the small island of Rattan in the bay of Honduras, of which he took possession.

In the latter end of September, captain Fowke in the *Gibraltar* man of war, arrived at Jamaica with dispatches from the duke of Newcastle, in which both the admiral and general were recalled, and directed to bring home with them such troops as remained alive, which did not amount to a tenth part of the number which had been sent abroad in that inglorious service. The inferior officers fell ignobly by sickness and despair, without having an opportunity allowed them of signalizing their courage; and the commanders lived to feel the scorn and reproach of their country*.

In the month of June the new colony of Georgia was invaded by an armament from St. Augustine, commanded by Don Martinel de Monteano, governor of that fortress. It consisted of thirty-six ships, from which four thousand men were landed

* Smollet's History of England, Vol. XI. p. 132.

at St. Simons, and began their march for Frederica. General Oglethorpe, with a handful of men, took such wise precautions for opposing their progress, and harrassed them in their march with such activity and resolution, that after two of their detachments had been defeated, they retired to their ships, and totally abandoned the enterprize.

In May two English frigates, commanded by the captains Smith and Stuart, fell in with three Spanish men of war near the island of St. Christopher's. An engagement ensued, which was maintained with great spirit until night, by the favour of which the Spaniards retired to Porto Rico, having been much shattered in the conflict.

In the month of September the Tilbury ship of war of sixty guns, was accidentally set on fire and destroyed off the island of Hispaniola; on which occasion one hundred and twenty-seven men perished, the rest were saved by captain Hoare of the *Defiance*, who happened to be on the same cruise.

The government, sensible of the disadvantages attending a command divided between the land and sea officers, at the same time that they invested Sir Chaloner Ogle with the command of the fleet in the West-Indies, gave him absolute authority over the marine forces.

The parliament met on the 16th day of November 1742, when the conduct of the new ministry underwent a severe examination. The war with Spain was languidly conducted, while their chief attention was turned to the affairs of the continent. They therefore presently became as unpopular as the former; and justly, for with an unabashed effrontery, they now maintained the propriety of every measure which they had before execrated: and to add insult to apostacy, they argued upon the very principles of their predecessors, which they

they had taken to explore. Forty thousand seamen were voted for the service of the year 1743, at four pounds per month for thirteen months, including the ordnance for sea-service. Eleven thousand five hundred and fifty marines were voted, and the sum of two hundred and six thousand two hundred and fifty-three pounds fifteen shillings for defraying the charge of the same. The sum of one hundred and eighty-eight thousand five hundred and fifty-eight pounds fifteen shillings and five-pence was granted for the ordinary of the navy (including half-pay to sea-officers) Ten thousand pounds for the support of Greenwich Hospital. One hundred and thirty-three thousand eight hundred and seventy-one pounds eight shillings and eleven pence for the freight of transports, between the first day of January 1741 and the 31st day of December 1742. Twelve thousand pounds was also granted for the farther settling and improving the province of Georgia. The amount of the grants during this session was five millions nine hundred and twelve thousand four hundred and eighty-three pounds twelve shillings and three-pence.

In the month of February 1743, Sir Chaloner Ogle, who then lay in Port Royal Jamaica with his fleet, appointed captain Knowles of the Suffolk, a seventy gun ship, to take under his command the Burford of seventy guns, the Assistance, Norwich, and Advice of fifty guns, the Scarborough of twenty guns and three sloops, and proceed to Antigua, where he was to be joined by the Eltham of forty guns, and the Lively of twenty, and with this squadron make an attempt on La Guira and Porto Cavallo, two Spanish fortresses on the Caracco coast of South America.

Commodore Knowles, with these eight men of war, and three sloops, having two thousand three hundred sailors and marines, with four hundred of

Dalzell's regiment on board, sailed from Antigua on the 12th of February, and after touching at St. Christopher's, proceeded to La Guira. But the governor of the Caraccas having received intelligence of this expedition almost two months before, had neglected nothing that tended to his security, by erecting new batteries, and augmenting the garrisons with a numerous body of Indians, mulattos, and negroes; besides, he had prevailed on the Dutch governor of Curacoa, an island of the lesser Antilles, to supply him with a considerable quantity of ammunition.

On the 18th of February, the English commander, having arrived with his squadron in sight of La Guira, began the attack about twelve at noon, which was carried on with great vigour, and met with an equally warm resistance. By reason of the great swell, the ships could not approach nearer the town than within a mile of it, which rendered it impracticable to land the soldiers, but all the ships behaved with great resolution. At the beginning of the attack the Spanish flag was shot down, but soon hoisted again; some considerable breaches were made in the fortifications, the churches were entirely demolished, and a great number of houses destroyed. Only three ships were in the harbour, for cutting which out, or setting them on fire, some boats were manned from the squadron, but could not succeed.

The attack continued till almost eight at night, and though the Spanish magazine blew up, yet the darkness of the night put an end to the engagement. The Burford, Norwich, Eltham, and Assistance, being entirely disabled from keeping the line of battle, and continuing the attack, were ordered to Curacoa to refit. The Suffolk received one hundred and forty-six shot, and the other ships were

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considerably damaged, so that the attempt miscarried, after the loss of one lieutenant, ninety-two men killed, and three hundred and eight wounded; among the latter was captain Lushington, commander of the *Burford*, who had his thigh taken off by a chain-shot, and expired at Curacoa, two hours after he was carried ashore. The Spaniards however had little cause of being elated, as their town and fortifications were greatly damaged, with the loss of seven hundred men.

Commodore Knowles, after refitting his squadron at Curacoa, and being reinforced with some Dutch volunteers, who had been injured by the Spaniards, resolved to make an attack upon Porto Cavallo; though the Spaniards had put the town in a good posture of defence, having about twelve hundred seamen belonging to the ships in the harbour, with three hundred men more, besides four thousand Indians, mulattos, and blacks. The commodore sailed from Curacoa, March the 20th; but by reason of a strong lee current, it was the 15th of April before he came under the keys of Barbarat, a little to the eastward of Porto Cavallo. The Spaniards had twelve of their smallest ships, and three galleys hauled up to the head of the harbour out of gunshot, with one of sixty, and another of forty, moored close over to the other shore: one ship was laid across the channel in the mouth of the harbour, ready to be sunk, with a chain from the castle to the stern, and another from her head to the main, where had lately been erected three fascine batteries of a considerable length. On a low point called *Ponta Brava* were two more batteries, one of twelve, and the other of seven guns. But the commodore perceiving that they might easily be flanked, thought it would be no difficult matter to make himself master of the batteries, the guns of which might

then be turned against the castle. Accordingly it was agreed in a general council held next morning, to send in two ships in the afternoon to cannonade the batteries, and then land the volunteers, with about four hundred seamen, the detachment of Dalzell's, all the marines with the Dutch to take possession of them after being silenced, their retreat being secured by the Assistance which lay within pistol-shot of the shore. The Lively and Eltham that were sent in to cannonade the batteries, silenced them about sun-set, and by dark firing ceased on both sides: when the forces, consisting of twelve hundred men, landed, under the command of major Lucas; and on their march along a beach, the commodore accompanied them in his boat. About eleven the van seized one of the fascine batteries; but the Spanish sentinel firing his piece, alarmed the garrison and the other batteries, on which two guns fired from the latter, put the forces into disorder, who not observing the proper watch-word, fired at one another. This put them in such confusion that their officers calling out to cast off their muskets, stoop and run, they did so with the utmost precipitation, each man taking his comrade for a Spaniard; nor did they recover from this shameful fright, till they found themselves safe on board. On the 21st, in a general consultation, after considering the late miscarriage, it was resolved to form one general attack with the ships and forces against the castle and the fascine batteries. In pursuance of this resolution, on the 24th in the forenoon, a small breeze springing up, the commodore weighed and run down in the following order, the Assistance, Burford, Suffolk, and Norwich, to batter the castle; and the Scarborough, Lively, and Eltham against the two fascine batteries. They began cannonading about eleven, and continued

tinued till past nine at night, with great obstinacy on both sides. The Spaniards sometimes slackened their fire; and the English did good execution in dismounting their guns, beating several embrasures into one, and silencing the fascine batteries. But night coming on, their fire was brisker and did more mischief, whereupon some of the ships having expended all, and others most of their ammunition, with their masts and rigging shattered, the commodore made the signal to cut, and after the loss of two hundred men, anchored about a random shot distance. During the cannonading the Spaniards sunk the ship in the mouth of the harbour, which stopped up the channel. Next morning the squadron got under the keys of Barbarat to refit, and in the evening was joined by the Advice, which had parted company three days after sailing from Curacoa. On the 28th, in a general council, it was agreed that the squadron was no longer in a condition to undertake any enterprise against the Spaniards, upon which, after sending away the station ships, and an exchange of prisoners with the governor of Porto Cavallo, the commodore returned to Jamaica.

The British and Spanish squadrons remained for the rest of the year inactive in the ports of Cuba and Jamaica; though our cruizers and privateers were successful in making a considerable number of prizes, among these the San Joseph le Desiderio, a register ship, computed by the Spaniards to be worth one hundred thousand pounds, was taken April the 17th by captain Tucker, in the Fowey man of war, cruising off cape Corientes. On the 19th of June, lord Bamff, in the Hastings man of war, on his cruise off the Azores, took a French polacre, called Le St. Jean, with one million, three hundred thousand pieces of eight, registered at Cadiz;

Cadiz; and on the 23d of July, a Spanish privateer. Captain Barnaby in the Litchfield on his cruize off Porto Rico, in the month of September, took and destroyed four Spanish privateers, burnt a sloop in Aguada bay, and demolished a battery of four guns, under which the sloop was at anchor; and afterwards he landed some men with an officer, who spiked up the guns, burnt the carriages and guard-houses, carrying off the colours in sight of a great number of Spaniards, of whom the English killed about two hundred, with the loss of only one man. Some privateers fitted out at St. Christophers had also been very successful; and the whole loss of the Spaniards this year in America, was computed at no less than ninety-five vessels, a great number of which were considerable prizes.

August the 9th, 1743, upon the demise of Sir Charles Wager, admiral of the white, and Philip Cavendish, esq; admiral of the blue, his majesty appointed sir John Norris, knt. admiral of the red; John Balchen, esq; admiral of the white; Thomas Matthews, esq; vice admiral of the red; Nicholas Haddock, esq; vice admiral of the white; sir Chaloner Ogle, knt. vice admiral of the blue; James Steuart, esq; rear admiral of the red; Richard Lestock, esq; rear admiral of the white, and sir Charles Hardy, knt. rear admiral of the blue.

As the French were getting ready a considerable armament at Brest, a fleet of twelve men of war was ordered in the summer to rendezvous at Spithead, under sir John Norris, who, as no intelligence was received of the French fleet being in readiness, did not take the command till the beginning of next year, when being augmented, proceeded to prevent the meditated invasion from Dunkirk.

In the Mediterranean our naval affairs were in much the same situation as at the close of the preceding

ceding year, the fleet under admiral Matthews remaining still at the isles of Hieres, to prevent the French and Spanish fleet getting out of Toulon.

While admiral Matthews lay here, some of his sailors on the 10th of April, going on shore for refreshments to the town of Hieres, the French garrison refused them entrance, on which a scuffle ensued. The governor of Provence sent a reinforcement of six hundred men; and as the English were assisted from the fleet, the fray did not end before thirty French and one hundred and twenty English were killed.

The war on the continent was prosecuted with greater vigour. The army which had been formed in Flanders, began to be in motion the latter end of February. In the month of May, the earl of Stair, who was commander in chief, encamped near Hoech, on the river Mayne. The duke of Cumberland arrived in the camp, in order to make his first campaign, and his father, the king of Great Britain, soon followed him. At this time the army was in the most imminent danger of starving, the Marshal Noailles, who commanded the French troops, having found means to cut off all communications by which they could be supplied with provisions. In this situation, the king resolved to proceed forward, to join twelve thousand Hanoverians and Hessians, who had reached Hanau. With this view he decamped; but before the army had marched three leagues, he found the enemy had inclosed him on every side, near a village called Dettingen. In this situation he must have fought at great disadvantage, if he began the attack; and if he continued in the same situation, his army must have perished for want of subsistence. The impetuosity of the French, however, saved his army; they passed a defile which they should have guarded; and, under the conduct of the duke of Gramont, their horse charged with great

great fury. They were received by the English infantry with undaunted resolution; the French were obliged to give way, and to pass the Mayne with great precipitation, and with the loss of about five thousand men. The king, who was possessed of personal courage, which seems hereditary to the family, exposed himself to a severe fire of cannon, as well as musquetry; and, in the midst of the ranks, encouraged his troops, by his presence and example. The whole of the battle on either side, exhibited more courage than conduct. The English had the honour of the day; but the French soon after took possession of the field of battle, treating the wounded English that were left behind with a clemency unprecedented in ancient history, and that serves to shew how superior the present times are in point of humanity to the boasted ages of antiquity. Though the English were victorious upon this occasion, yet the earl of Stair, who commanded, did not assume any honour from such a victory; he was unwilling that his reputation should suffer for measures which he was not allowed to conduct; he therefore solicited, and obtained leave to resign; and the British troops desisted from farther operations during the campaign.

The transactions of the year 1743 being now closed, we shall follow commodore Anson in his long and important expedition in the South-Seas. Of his setting out we have already spoken. The commodore was on board the *Centurion*, a sixty gun ship with four hundred men.

Besides which his squadron was composed of,

Ships.	Guns.	Men.	Commanders.
The Gloucester	50	300	Richard Norris
The Severn	50	300	Richard Legge
The Pearl	40	250	Matt. Mitchell
The Wager	28	160	Danby Kidd
The Trial sloop	8	100	Hon. G. Murray together



LORD ANSON, first Lord of the Admiralty,
and Vice Admiral of *GREAT-BRITAIN*.

Died in 1762 Aged 65 Years.



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together with two victuallers, the *Anna* and *Industry* pinks; the latter of which having fulfilled her charter party, which was to proceed to a certain latitude and there unload her cargo, which consisted of provisions for the ships, proceeded to Barbadoes, and in her return home from that island with a valuable cargo, was taken by the Spaniards.

Mr. Anson proceeded to the island of Madeira, and arrived there on the 25th day of October, 1740. Here he learned from the governor that seven or eight ships, supposed to be the enemy's, had passed by to the westward a few days before his arrival; of which squadron he could obtain no farther intelligence, though he had dispatched an officer in a clean sloop eight leagues to westward to look after them, who returned without having seen them.

It was very justly suspected that these ships, apprized of Mr. Anson's destination, were dispatched to the Spanish settlements to prepare them for his reception; and that these suppositions were well grounded appeared from the people of Panama, long before his arrival in those seas, being able to describe his strength and the place of his destination: besides, the Spanish admiral had so exactly imitated Mr. Anson's broad pendant, that the captain of the *Pearl* was deceived by it, even so far as to get within gun shot before he discovered his mistake.

This Spanish squadron consisted of five ships, viz.

The *Asia* of sixty guns and seven hundred men, on board of which sailed the admiral Don Joseph Pizarro.

The *Guipuscoa* of seventy-four guns and seven hundred men.

The *Hermiona* of fifty-four guns and five hundred men.

The *Esperanza* of fifty guns and four hundred and fifty men.

The *St. Estevan* of forty guns and three hundred men,

Together with a patache mounting twenty guns, having on board their full complement of sailors and marines, besides an old regiment of foot to reinforce the garrison in the South Seas.

This squadron on the 26th of October, arrived in the bay of Maldonado in the river of Plate, intending to take in provisions, having stocked themselves in Old Spain with a supply only for four months: yet with this almost exhausted store, he again put to sea, and endeavoured to double cape Horn upon private notice of the British squadron at St. Catharines, his intention being, if possible, to get first into the South Seas. Many advantages were allowed to the common men in order to animate them in the due performance of their duty, and enable them to go through the fatigues and perils which threatened them, in so precipitate and even imprudent an undertaking; for the provisions which were expected, had arrived from Buenos Ayres at Maldonado the day after Pizarro weighed anchor, the want of which very much increased the calamities he afterwards underwent.

Pizarro with his squadron having, towards the latter end of February, 1741, run the length of cape Horn, he then stood to the westward, in order to double it, but in the night of the last day of February the *Guipuscoa*, the *Hermiona* and the *Esperanza* were separated from the admiral, and were all forced to bear away for the river of Plate, by a terrible storm at north west, which, in spite of their utmost efforts, drove them to the eastward.

It was not until the middle of May that Pizarro in the *Asia* arrived at the river of Plate, and a few days after the *Esperanza* and the *Estevan*.

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The calamities they endured whilst beating for shore are almost incredible; a rat on board the *Asia* having been sold for four dollars, and one of the sailors lying four days in the same hammock with the corpse of his deceased brother, that he might receive his allowance; while a conspiracy was set on foot by the marines for murdering all the officers and sailors, from no other motive than that of engrossing to themselves the ships provisions. This design was happily discovered, and the number of craving mouths lessened, by the deaths of the ring-leaders. Besides this disturbance, so greatly was their distress increased by sickness and fatigue, that when this vessel came to anchor at Monte Video in the river of Plate, she had lost above half her crew. The case of the *Estevan* was as bad; that of the *Esperanza* was still worse, for out of four hundred men only fifty-eight survived; and the whole regiment of foot, fifty men excepted, perished. With regard to the *Guipuscoa*, after driving a long time on the surface of the water as a mere wreck, without either masts or rigging, the but-ends of her planks started, her bolts drawn, her seams all open, and only kept together by six turns of cable rope tightened round her, the surviving crew, to the number of four hundred, run her ashore at Rio de la Plata, on the coast of Brazil, ten leagues to the southward of St. Catherine; where she soon sunk, with all her rich cargo. With regard to the *Hermiona*, she was never heard of, whence it is reasonably supposed she foundered at sea, and all on board perished: and as to the twenty gun tender, she was broken up before they set out from Maldonado.

Pizarro having escaped this imminent danger, steered for Europe, and arrived safe at the coast of Galicia, in the beginning of the year 1746, after

having been absent between four and five years. In this expedition upwards of three thousand of the best sailors in Spain perished, together with four large ships of war and a patache. The Asia having less than one hundred hands on board when she reached Spain. But to return to Mr. Anson and his squadron.

On the 3d of November he departed from Madeira road, steered for St. Catherines, an island on the coast of Brazil, where he arrived on the 21st day of December. Here the commodore landed his sick, and then proceeded to cleanse each vessel thoroughly, by smoaking the decks and washing them well with vinegar; after which he examined and pitched the bottoms of his ships, and secured the masts and rigging, the better to prepare them for a voyage round cape Horn, during which passage he appointed the first place of rendezvous to be at port St. Julian, a harbour on the coast of Patagonia, where they were to stay ten days, and take in salt; the second at the island Nostra Senora del Secoro, where they were to ply off and on, from five to twelve leagues distance, till their wood and water were spent, and then to proceed to Juan Fernandes in order to take in a fresh supply; and there if they should chance to hear nothing of their commodore, he ordered that the senior officer should take upon him the principal command and give him over for lost: when after cruising in those seas as long as subsistence could be had, he was to make the best of his way to Macao, and from thence sail for England with all possible expedition.

From St. Catherine they sailed January the 18th 1741, having taken in wood and water with a sufficient quantity of fresh provisions; the third day after they were attacked by a violent storm, and so thick a fog, that the fleet was separated; however they

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they all joined again the following day, the Pearl only excepted, which did not come up with them till about a month after, when they had almost got out of port St. Julian, where arriving on the 18th of February, they were obliged to make some stay in order to refit the Tryal sloop, which had lost her main-mast in the abovementioned storm. It was during this time that the Pearl had like to have been taken by Pizarro, and that her commander captain Kidd died, who was succeeded by the honourable captain Murray, captain Cheap being turned over to the Wager, and the command of the Tryal given to lieutenant Charles Saunders of the Centurion, till whose recovery from a fever, Mr. Saumarez, another of the Centurion's lieutenants, was ordered to act as commander of the Tryal.

The commodore then held a council of war, of the principal officers, whose health would permit them to attend on board the Centurion; when he acquainted them that his orders were to secure some port in the South Seas, where the ships of his squadron might careen and refit; and at the same time he proposed an attack upon Baldivia the principal frontier of Chili; to which proposition every member readily assented: in consequence of this, new instructions were given the captains of the squadron, importing that in case of separation, after cruising ten days off Nostra Senora del Secoro, they were to proceed to forty degrees, thirty minutes, and ply off and on for fourteen days before the harbour of Baldivia, after which time, if they were joined by the other ships, they were to direct their course to Juan Fernandes and act according to former orders; each captain being also enjoined at his peril not to separate from the Centurion beyond the distance of two miles without an unavoidable necessity.

Matters being thus settled, the squadron weighed and stood out to sea, on the 21st of February. On

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the fifth of March they first discovered the land of Terra del Fuego which afforded a prospect the most dreary and uncomfortable imaginable, it appearing without the least mixture of mould, and one continued chain of inaccessible rocks, terminating at an amazing height in innumerable ragged points covered with eternal snow; the hills on which these rise being cleft asunder as if by earthquakes, and the horrible chasms extending through the main substance of the rocks almost to the bottom.

In two days they opened the straits of la Maire, through which, being seven or eight leagues, they were hurried by a strong tide, with a brisk gale and good weather, in about two hours time: and as these straits are commonly reckoned the boundaries of the Atlantic and Pacific Oceans, every heart began to cheer up, imagining their danger almost at an end; and these delusive hopes were not a little supported by the remarkable serenity of the sky, and calmness of the weather. But scarcely had they reached the southern extremity of the straits, before the pleasing prospect vanished, the clouds began to gather on all hands, the tide turned furiously against them, the wind shifted about to the southward, and came on in sudden squalls, with the most alarming violence; and they were driven by the tide six or seven leagues to the westward of the straits of la Maire.

The winter was now advancing apace in this part of the world, and the fine weather which they had enjoyed whilst passing through La Maire's straits, was succeeded by three long months of unexampled distress. The fury of the winds was such, that the most experienced sailors on board, declared that the hurricanes of the West-Indies were but brisk gales to what they then underwent; at the same time the sea rose to such mountainous heights as every moment threatened the whole squadron with destruc-

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tion. In these regions every thing wears the face of desolation. The sun scarce imparts its genial influence to this neglected climate, for whilst it yet lingers on the southern tropic, its beams serve only to render the sterile summers of these parts equal to the inclemencies of winter, in similar latitudes in the northern hemisphere. Captain Cook, who has twice doubled Capè Horn in December, informs us, that on a Christmas day; (Midsummer in those parts) he found the weather as cold as he ever felt it in England on Christmas day.

It being now the thirteenth of April, they all expected, by their reckonings, in a few days, to have some ease in the Pacific ocean; at which time the hazy weather clearing up a little, and the moon shining out all of a sudden, the Anna Pink made a signal of seeing land right a-head; it being then not above two miles off; and had not the wind shifted to west-north-west, by which they were enabled to stand over to the southward, it just before blowing in squalls from the south-west, they had certainly been lost on this shore, which they concluded was that part of Terra del Fuego, called by Frezier in his description of the Magellan Straits, cape Nois. The currents had driven them so strongly to the eastward that the whole Squadron reckoned themselves upwards of ten degrees more westerly than this land: so that when they imagined they ran down nineteen degrees of longitude, they had not in reality gone half that distance.

After the mortifying disappointment of falling in with the coast of Terra del Fuego, they stood away to the south-west with the weather pretty favourable till the 24th of April, on the evening of which the wind increased from a fresh gale to a prodigious storm, and the weather was so very thick that the whole Squadron separated, nor did they meet

meet again till they reached Juan Fernandes. In the mean time to complete their other misfortunes, the scurvy began to make such havock among them, that on board the Centurion only, it carried off forty-three men in the month of April, and double that number in May.

The commodore having at length weathered Cape Horn, and the dreary rocks of Terra del Fuego, all on board still indulged themselves with the hopes of finding some abatement of their fatigues in the Pacific ocean. But here they were also deceived; for on the 8th of May they arrived off the island Secoro, in which station they cruised for several days, in hopes of being joined by some of the scattered ships, but to no purpose; nor was this their only uneasiness; for they were utterly ignorant of the coast, which wore a most rugged appearance, and on which they were driven by the westerly winds that blow here almost constantly; and it was next to a miracle how they escaped being ship-wrecked upon it.

The squalls of wind were generally very severe, attended with light showers, loud claps of thunder and flashes of lightning; one of which last, in the sweeping over the deck, went off like the explosion of a pistol, leaving behind a sulphureous stench, and at the same time wounding several men and officers in its way. It would be endless to enumerate the various disasters, fatigues, and terrors they underwent even on this coast till the 24th of May, when they were once more assailed by a tempest still more dreadful than any they had hitherto met with: for now the very elements seemed to have conspired to complete their destruction; all their sails were split, their rigging destroyed, and a mountainous sea breaking over them on the larboard quarter, shifted their ballast and stores; so that the vessel heeled

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two streaks to port, while her masts were every instant expected to come by the board.

The wind however abating, they began to set up their shrouds, reeve new lanyards, and mend their sails; during which they were driving ashore on the island of Chiloe; but the wind happily shifting to the southward, they steered off land with only a main-sail, nobody being left to manage the helm but the master and the reverend Mr. Walter, the commodore's chaplain, all the rest being busied in securing the masts, and bending the sails. This was the last stormy weather they met with hereabouts, for that day they got clear of the land, and after a fortnight's cruise, without any of the other ships coming up, and the weather being pretty moderate, they bore away for Juan Fernandes, this being the only chance left them to avoid perishing at sea, and the most likely place for them to refit and recover the sick; for though Baldivia had been the appointed place of rendezvous, it was no longer thought of, their only object now being to save the ship, and the few lives remaining.

At last, after various discouragements they gained the island on the 9th of June in very great despondency; having a scarcity of fresh water; a crew so enfeebled by disorders that no more than ten men could be mustered on a watch to do duty, and even some of these lame and unable to go aloft.

No sooner was the ship brought to a safe road of this island, than measures were taken for erecting tents ashore to accommodate the sick, the number of which amounted to one hundred and sixty-seven persons, twelve or fourteen of whom died on being exposed to the fresh air. There was an absolute necessity of removing the greatest part of them, being quite helpless in their hammocks; which was a work of considerable fatigue, in which Mr. Anson

and his officers bore an equal share. So inveterate was the disorder which raged among them, that it did not abate of its fury in less than twenty days after landing the crew; but during the first ten or twelve, they continued to bury six or seven a day.

Measures being thus settled for the recovery of the sick, their next care was thoroughly to cleanse the ship, which was become extremely loathsome, after which they proceeded with all expedition to lay in wood and water, fearing the return of Pizarro's Squadron; for it was plain from the heaps of fresh ashes and fish bones scattered about, that somebody had been lately there, and the commodore could not possibly as yet be acquainted with that commander's melancholy situation; and in his present circumstances, with only thirty hands to man a sixty gun ship, was no match for a vessel of any force. In order therefore to make the more dispatch, the smiths and sailmakers were set to work upon mending the chain-plates, and other decayed parts, as well as the sails and rigging.

A few days after the Centurion's arrival, the Tryal sloop appeared in sight, and was brought into harbour, with the help of some hands dispatched to her assistance by Mr. Anson, having only three men, besides her commander captain Saunders * and the lieutenant, able to stand to the sails; for thirty-four hands had died in this run, and the rest were down in the scurvy.

On the 21st of June, the Gloucester was seen to leeward, making the best of her way for the island, whereupon the commodore sent his long-boat on board her, with a supply of fresh water and vegetables, without which timely aid, her people had certainly died of thirst, being put to an allowance

* Afterwards Sir Charles Saunders.

of a pint a day to each man, and at that rate having no more left than what would have served them twenty-four hours. Unfortunately this vessel continued driving off and on till the 23d of July, sometimes out of sight of land and in the utmost danger of foundering. This distress was occasioned by the wind and current setting strongly against her; however, at last making the north-west point of the bay with a flowing sail, in an hour she came safely to an anchor.

These two ships, and the Anna Pink, which arrived about the middle of August, being a welcome sight, on account of the provisions which she carried, were the only vessels that ever joined the squadron: for the Severn and Pearl having been separated from the commodore off Cape Horn, with difficulty got to Brazil, from whence they returned to Europe. The Wager ran ashore on a desolate island, where she was lost. Whilst the commodore is engaged on shore, in re-establishing the health of his men, and repairing the defects of his ships, we shall trace the adventures that beset those on board the Wager.

When the squadron parted company off Cape Noir, at the entrance of the South Seas, captain Cheap who commanded the Wager, knowing that the plan of operations had been laid to attack Baldivia, a Spanish settlement on the coast of Chili, and as the Wager had on board some field pieces mounted for land-service, together with a few cohorn mortars, and several kinds of artillery stores, and pioneer's tools, intended for the operations on shore; he was therefore solicitous to make the best of his way thither, that his absence might not retard the operations, in case the squadron should be able to re-assemble. In prosecuting this purpose he fell in with land in forty-seven degrees south latitude, on the 14th day of May, where the ship

struck on a rock which lay below the surface of the water, and soon after bulged, and grounded between two small islands about a musket-shot from the shore.

In this situation she continued entire for a considerable time, which afforded an opportunity for every one on board to get safe ashore; but the confusion which ensued from this distressful situation, rendered the dangers which surrounded them still more imminent. The officers lost all authority, and the crew driven to despair by the miseries which they had long endured, and the destruction which then seemed to hang over them, fell to pillaging the ship, each man possessed himself of what arms he could first seize, and having got possession of the liquors on board, many of the sailors became so heartily drunk that they fell down senseless between decks, and were drowned, as the water flowed into the wreck. All that the captain could do, was to collect the most orderly of the men, who, together with the officers, went ashore. As soon as these were landed the boats were sent back to the ship, and every endeavour used to prevail on the refractory mutineers to consult their own safety, by quitting the ship while an opportunity yet remained; but they were by this time arrived at such a state of stupefaction, that no terrors could rouse them, and a considerable number of the ship's company remained that night on board the wreck. In the morning it blew a storm, and the fumes of the liquor having been dissipated by sleep, they were in a temper to perceive that the ship was in danger of instantly parting, when every soul on board would inevitably perish. They now began to seek their safety by as desperate means as they had before courted destruction. The boat not appearing to fetch them off, they pointed one of the four pounders

pounders on the quarter deck against the hut which the captain occupied on shore, and fired two shot which narrowly missed it. When these turbulent male-contents were brought to land, disorder and anarchy took place. It should seem that a pre-conceived aversion to their commander, tended to inflame this mutinous spirit in such desperate circumstances. It requires a very happy mixture of kindness with authority to bring the restiff spirits of seamen under a willing subjection, and captain Cheap does not seem to have possessed such a tempera-
ture.

We are now to behold one hundred and thirty persons on a desolate coast where the means of subsistence could not be procured, so that the provisions that could be saved out of the wreck were their only dependence. But it was impossible to secure these, so that they might be preserved for future exigencies, and dealt out in due proportion to all alike, when all discipline and subordination was abolished. The eagerness with which each man attempted to conceal part of the stores for his own use, caused continual animosity and contention, and tended greatly to increase the calamities to which they were exposed.

The next important object after providing for their present safety, was, what course they should steer when they were in a condition to leave that island. The captain, like a brave and inflexible officer, was resolved, if possible, to fit up the boats in such a manner as to enable him to proceed to the northward, in which cruise, as his men were in general healthy, and fire-arms and ammunition had been saved out of the wreck, he laid his account with meeting some Spanish vessel, which he should be able to subdue, and then proceed in her to the rendezvous at Juan Fernandes. At all events, in
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case they should meet with no prize, he insisted that the boats alone were capable of transporting the whole company thither. Although this plan was certainly the safest as well as the most honourable, yet it was heartily disrelished by the seamen in general, who being quite exhausted by the distresses and dangers they had encountered, were utterly averse to prosecute the enterprize any farther, not considering, that in proceeding northward they were likely to meet with better weather and a less ruffled sea. The common resolution, therefore, was to lengthen the long-boat, and accompanied with the other boats, to steer to the southward, and after passing the straits of Magellan, to endeavour to gain the coast of Brazil, from whence they supposed they should readily find conveyance to Great Britain. However hazardous this attempt appeared, it presented a glimpse of hope, that they should be able to reach their own country again, which circumstance outweighed every other consideration.

The captain was obliged to yield to the torrent, and apparently to give up his own judgment and comply with the popular opinion; but as it was necessary that the long-boat should be lengthened, in order to undertake the intended voyage, he privately aimed at frustrating their purpose, by directing it to be brought to such a size as might serve to carry them to Juan Fernandes, but when finished he hoped would appear incapable of performing so long and perilous a voyage as that to the coast of Brazil.

The disagreement between the captain and his crew grew every day more violent. The demagogue of the seamen was a midshipman, named Cozens, whose refractory temper had led all those who adhered to the captain, to suspect that he was concerting with his adherents some desperate attack
upon

upon their superiors. This opinion, however founded, led the officers to go continually armed. In such a state of anarchy no kind of terms were likely to be long preserved. It appears however, from the account published by the officers, that the catastrophe which followed was brought about rather by the impetuous temper of one of the officers than by any overt act of mutiny in Cozens. One day the purser having by the captains order stopped the allowance of a fellow who would not work, Cozens, though the man did not complain to him, intermeddled in the affair with great bitterness, and grossly insulted the purser, who was then delivering out provisions just at the captain's tent, and was himself sufficiently violent: the purser enraged by his scurrility, and perhaps piqued by former quarrels, cried out a mutiny, adding, "the dog has pistols;" and then himself fired a pistol at Cozens, which happened to miss him. The report of the pistol brought the captain out of his tent; all this time no kind of fire-arms was produced by Cozens, but the captain supposing him to have been the aggressor, and that a mutiny was begun, instantly discharged a pistol at him, the ball of which entered his head, with which wound he languished fourteen days and then died.

This unwarrantable action served to intimidate instead of inflame the men, and from this time they became more tractable, until towards the middle of October, when the long-boat was nearly completed. So much time had now elapsed that little hopes remained of rejoining commodore Anson at Juan Fernandes; therefore the reasons which had made it proper to sail to the northward, no longer existed; besides, as the summer was advancing in those regions, a passage through the straits of Magellan was likely to be effected with less risk; notwithstanding this change of circumstances captain Cheap adhered to his opinion, which so incensed the seamen, that

that the mutiny which had so long been apprehended, at length broke out. Eighty seamen seized the long-boat and the cutter, leaving the captain and about nineteen persons, who adhered to him, the yawl and the barge for their use. These desperate adventurers proceeded to sea, with the long-boat converted into a schooner, giving the captain and those that were with him on the beach, three cheers at their departure. Considering the dangers they had to encounter, from the coasts, the elements, and themselves, it is astonishing that any survived to reach the coast of Brazil; but after leaving about twenty of their number ashore at different places where they touched, and still more dying of hunger and fatigue, the residue, amounting to thirty, arrived at Rio Grande on the coast of Brazil, on the 29th day of January, 1742.

Captain Cheap and his select band were in a worse situation than the crew that had abandoned them. Indeed, they possessed more skill in navigating a vessel, and were better qualified to make prudent resolutions, and on these their safety seemed to depend. The island on which the Wager was wrecked, afforded no other provisions but shell-fish and a few herbs, on these they subsisted as well as they were able, reserving their small remains of sea-provisions for a supply, when they should enter on their voyage. The seamen had given this place the name of Wager Island, and here some Indians occasionally resorted in their canoes, who bartered fish and other eatables with our people, which yielded a very seasonable relief; but notwithstanding this occasional assistance, it was not until the 14th day of December that the captain and his company were in a situation to embark in the barge and yawl, in order to proceed to the northward, taking on board with them all the provisions they could amass from the

wreck

wreck of the ship. They had no sooner put to sea, than a storm arose, and the sea ran so high, that to escape instant death they were obliged to throw their provisions over-board. They were now obliged to put on shore frequently in order to provide for their present subsistence; but whilst they were thus coasting along, the yawl happened to sink as she lay at anchor, and one of the men in her was drowned. As the barge was too small for the whole company, they were driven to the dreadful necessity of leaving four marines behind them on that desolate coast. Still proceeding northward, though retarded in their progress by contrary winds, and the necessity they were under of frequently going ashore in search of food; about the end of January, having made three unsuccessful attempts to double a head-land, which they supposed to be the same as the Spaniards call Cape Tres Montes, they grew so weary of the attempt, that it was unanimously resolved to give it over, and return back to Wager Island, which they reached about the middle of February, reduced to the most wretched state of existence.

In the extremity to which they were now brought, it was the height of pleasure to meet with several pieces of beef floating on the sea, which had been washed out of the wreck. This good fortune was soon succeeded by another, which was, the arrival of some Indians in two canoes, among whom was a native of Chiloe, who spoke a little Spanish, and it fortunately happened that Mr. Elliot the surgeon was acquainted with that language. A bargain was hereupon struck, the Indian engaged to conduct the captain and his people to Chiloe, for which service he was to be rewarded with the barge and all her appertenances. Accordingly the eleven persons to which the company was now reduced, embarked therein on the 6th day of March upon this new ex-

pedition; but after having proceeded for a few days, the captain and four of his principal officers being ashore, the six, who together with an Indian, remained in the barge, put off with her to sea and returned no more.

By this means there were left on shore captain Cheap, Mr. Hamilton lieutenant of marines, two midshipmen, viz. the honourable Mr. Byron *, and Mr. Campbell, together with Mr. Elliot the surgeon. The distresses to which they were then exposed, surpassed all that they had yet suffered, they were now on a desolate coast, without any provision, or the means of procuring any, for their arms, ammunition, and every conveniency they were masters of, except the tattered habits they had on, were all carried away in the barge.

Whilst they were suffering all the torments of despair, the Indian, who had undertaken to be their pilot, arrived in his canoe. When he understood that the barge was gone, he suspected that the Indian which he had left in her had been murdered; notwithstanding these apprehensions, and the loss of the vessel that was to have been the reward of his labours, this benevolent child of nature, whom a commerce with civilized society had not hardened into insensibility and sordidness, not only undertook to carry them to the Spanish settlements, but to procure them provisions by the way. For this purpose he prevailed on many of his neighbours to assist him, and got together several canoes. Soon after this fresh embarkation, Mr. Elliot the surgeon died, the other four, after a long and laborious passage by land and water, arrived in the beginning of June in the island of Chiloe, throwing themselves on the mercy of those very people whom they had come

* Now admiral Byron.

into those parts purposely to attack, and if these calamities had not intervened, whose dwellings and possessions would have been exposed to all the ravages of war. The Spaniards received their perishing enemies very kindly; indeed they stood in need of every relief, for they were brought so low that had their voyage been protracted only a few days, every man must have perished; the captain himself was with difficulty recovered, and the rest were so reduced by the severity of the weather, their labour, their want of food, and of all kinds of necessaries, that it was wonderful how they supported themselves so long. After some stay at Chiloe, they were all sent to Valparaiso, and from thence to St. Jago, the capital of Chili, where they continued above a year; but on the advice of a cartel being settled between Great Britain and Spain, captain Cheap, Mr. Byron, and Mr. Hamilton were permitted to return to Europe on board a French ship. The other midshipman, Mr. Campbell, having changed his religion whilst at St. Jago, returned to Spain with Pizarro in the *Asia*; but being disappointed in his hopes of procuring a commission from the court of Spain, he returned to England, and attempted to get reinstated in the British navy, where he published a defence of his conduct, together with a memorial of his sufferings, and afterwards obtained a commission in the navy of Portugal. Let us now return to commodore Anson, whom we left at Juan Fernandes.

Such was the dreadful mortality that had raged on board the ships, that only eighty-two sailors remained alive in the *Gloucester*, out of three hundred which had sailed from England; no more than two marines survived of forty-eight, and every invalid had perished. The *Centurion* had buried two hundred and ninety-two of her hands; also forty-six

out of fifty invalids, and sixty-eight out of seventy-nine marines, officers included. On board the *Anna Pink* were ten men and the master. So that these three ships which carried nine hundred and sixty-one men out of England had no more than three hundred and thirty-five persons, boys included, left alive in September 1741. A number insufficient to man the *Centurion* alone, and barely capable of navigating the three, with the utmost exertion of their strength and vigour.

A Spanish merchantship, which was made prize of, served to remove those apprehensions which this reduction of their strength created, by informing the commodore of the fate of Pizarro's Squadron. On the 19th day of September the *Centurion* weighed anchor and quitted the island of Juan Fernandez, where the sailors had surprizingly recovered their health and spirits. The commodore steered to the eastward, intending to join the *Tryal* sloop off Valpairaifo. On the 24th in the evening they came up with her, when they found she had taken a prize of six hundred tons, having five thousands pounds in specie on board besides merchandize. But it appeared by the representation of captain Saunders and all the officers, that the *Tryal* was so leaky and defective as to be totally unfit for service, upon which the commodore ordered every thing on board her to be carried on board her prize, after which she was scuttled and sunk.

A long cruise ensued, in all which time not a single sail appeared. On the fifth day of November they came up with and took a Spanish merchantman of inconsiderable value. On the tenth day of November they were three leagues south of the southernmost island of Lobos, lying in the latitude of six degrees twenty-seven minutes, near which the *Gloucester* had been appointed

pointed to cruise. Here they fell in with another Spanish merchantman, which lieutenant Brett in the *Centurion's* barge boarded. She was called *Nuestra Senora del Carmin*, and though her cargo was of little value to the captors, yet it amounted to upwards of four hundred thousand dollars prime cost at Panama.

On board this ship was an Irishman, whose name was John Williams; he had travelled as a pedlar all over the kingdom of Mexico. From him they learned that upon a ship's being chased in the offing of Paita a few days before by a vessel supposed to be the *Gloucester*, the governor of that town, apprehensive of a visit, as well as the royal officer, were removing their own and the king's treasure to Piura, a town fourteen leagues within land. Williams also told them that a large sum of money belonging to the merchants was lodged in the custom-house, and that it was intended to be shipped the following day, on board a light clean vessel, the bottom of which was newly primed, bound for Sonsonate on the coast of Mexico, in order to purchase part of the cargo belonging to the *Manilla* ship.

From this piece of intelligence the commodore immediately determined to attempt surprizing the place without a moment's delay, being fully satisfied upon an enquiry into the strength and condition of it, that there was little danger of losing many men in the attempt: for Paita had only a fort, without ditch or outwork, and was surrounded by a brick wall. Besides, there was a necessity for taking some such step, as they could hope for no profit by a longer cruise in those seas, all the coast being alarmed of their vicinity: and this enterprize not only promised a supply of live provisions, which they very much wanted, but afforded an opportunity of putting the prisoners ashore, who being very
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numerous, made a greater consumption of the ship's stores than she could well spare.

The town of Païta is situated in the latitude of fifteen degrees twelve minutes south, and contained about two hundred families. The port of Païta, though in reality little more than a bay, is esteemed the best in that part of the coast, affording good anchorage.

The commodore resolved that the attack should be made by the boats; fearing that if he should attempt first to bring his ships into the harbour, the Spaniards, apprized of the danger, would secure their most valuable effects. The attempt thus premeditated, was immediately carried into execution; the barge and pinnaces were manned with fifty-eight choice men, well armed, under the care of lieutenant Brett; and to him was committed the whole direction of the enterprize. The better to prevent any confusion that might arise from the people's being ignorant of the windings towards the town, two Spanish pilots were ordered to guide them, with a promise of an ample reward, and an assurance to the prisoners that they should all be set at liberty in this place provided these pilots behaved with fidelity; but if on the contrary they failed in the least article of the service to which they were appointed, these two should be shot, and all the Spaniards now in custody carried prisoners to England. One of the pilots it is to be observed, had been about twenty years before a prisoner with captain Clipperton, who forced him in the same manner to guide his people to Truvillo, an inland town to the southward of Païta, which they then surprized and pillaged. While the boats were making for the bay, the mouth of which they reached without being discovered, the ships stood in for port with all the sail they could crowd. The approach of the sailors in their boats

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was first observed by some people on board a ship lying in the harbour, who got ashore as fast as they could, and spread the alarm by crying out "the English dogs."

Notwithstanding this intelligence, lieutenant Brett got ashore before they could fire two guns from the fort, and drawing up his men under shelter of a narrow street, marched immediately to the parade, with drums beating and loud acclamations of joy; where he was received with a volley of small shot from some merchants who had posted themselves in a gallery running round the governor's house; but who were soon dislodged, and then taking to their heels, left the parade in quiet possession of the English, who soon entered the governor's house and fort which they found abandoned, with having only one man killed and two wounded, one of which was the Spanish pilot, who received a slight bruise by a ball which grazed on his wrist: indeed another of the company, the honourable Mr. Keppel, son to the Earl of Albemarle *, had a very narrow escape; for having on a jockey cap, one side of the peak was shaved off close to his temple by a ball, which however did him no hurt.

After thus securing the fort, the governor's house, and all the avenues to the town, lieutenant Brett ordered what few inhabitants were left, to be confined in one of the churches, while some negroes escorted by a file of musketeers, were ordered to assist in removing the treasures of the customhouse, &c. to the fort.

As most of the inhabitants fled in their first fright without staying to dress, the sailors, who could not be restrained from breaking into the houses for private plunder, seized on their cloaths, which were ex-

* The present admiral Keppel.

tremely

tremely rich, and threw them over their jackets; not forgetting at the same time the tye or bag-wig and laced hat, which were generally found with the cloaths; and when this practice was once begun, there was no preventing the whole detachment from imitating it; but those who came latest into the fashion, not finding men's cloaths sufficient to equip themselves, were obliged to take up with women's gowns and petticoats, which (provided there was finery enough) they made no scruple of putting on, and blending with their own greasy dress; so that when a party of them thus ridiculously metamorphosed were first seen by Mr. Brett, he knew not what to make of their grotesque appearance.

Early in the morning the Centurion opened the bay, and about twelve came within a mile and a half of the town. This and the following day was spent in sending the treasure on board, and boats full of hogs, fowl, and other provisions, together with the most valuable effects found in the town; and all this without any molestation from the enemy, though a great number of them, among whom were two hundred horse, paraded on a neighbouring hill, with all kinds of military music. These were headed by the governor, who fled among the first, leaving a young wife of about seventeen, to whom he had been very lately married, to be carried off in her shift by two of his people.

The governor's escape was a sensible mortification to Mr. Brett and the commodore, because, had they secured him, a ransom might have been got for the town, in which were several warehouses filled with valuable goods that were consumed with it, when set on fire on the governor's refusing to listen to any overtures made him for a parley, and not deigning even to return a civil answer to repeated messages sent him by Mr. Anson, that the town might be saved

saved for a trifling ransom. The forces the governor had collected, of which however he made no use, being in great want of water, as Mr. Anson learned from some negro deserters, had one night resolved to have fallen on his men, headed by one Gorden captain of a Scotch ship, but were intimidated by the great vigilance of Mr. Brett.

On the 15th of November, their business in Paita being pretty well over, the commodore, according to his promise, sent ashore all his prisoners, in number eighty eight; and then Mr. Brett after making a proper disposition of pitch, tar, and other combustibles, set the town on fire in several places at the same time; and then spiked up the eight pieces of cannon in the fort. On calling over the men, one was found to be missing, which occasioned some delay in going on board the boats; after all, they were obliged to give him up for lost, and marched regularly to the water side, at which time a body of the Spaniards on the hill put themselves in motion, as if they meant an attack; but upon Mr. Brett's halting and facing about, they did not think proper to advance.

They were now ready to put off from the beach, which was so covered with smoke as to be scarcely visible, when they heard the voice of a man loudly calling upon them to take him in; one of the boats made up to the place whence the sound issued, and found the man whom they missed, up to the chin in water. Upon examining into the cause of his staying behind, it appeared, that having taken too large a doze of brandy, he had fallen asleep, and was awaked only by the fire coming so near as to scorch him: upon recollecting his dangerous situation he pushed through the thickest of the smoke, and arrived on the beach barely time enough to save himself.

Lieutenant Brett and his small detachment now put off to their ships: having made an acquisition in wrought plate, dollars, and other coin, amounting to upwards of thirty thousand pounds sterling, exclusive of broad cloths, silks, cambricks, velvets, and embroideries which were destroyed by the flames; besides the private plunder, such as rings, bracelets, and jewels, the property of particular captors, which was very considerable. The Spaniards in the representations which they are said to have made to the court of Madrid, estimating their loss to a million and a half of dollars; at the same time six of the enemy's vessels being in harbour, five of them by the commodore's orders were towed out to sea, scuttled, and sunk, and the sixth, on which the treasure was intended to be embarked, he added to his squadron by the name of the *Solidad*, putting ten men on board her, under the command of lieutenant Hughes of the *Tryal* sloop.

About midnight on the 16th of November, Mr. Anson's squadron got under sail; it consisted of the *Centurion*, the *Tryal's* prize, the *Carmelo*, *Carmin*, *Teresa*, and *Solidad*. They stood to the westward, and in the morning spread themselves to look out for the *Gloucester*, and on the eighteenth gained sight of her, and were joined by her about three in the afternoon. She had two prizes, one of which was a snow laden with wine, brandy, and olives, besides about seven thousand pounds in specie; the other a launch, the people on board which when taken by the *Gloucester's* barge were at dinner on pigeon pye off a service of plate, notwithstanding which opulent appearance, they complained of their poverty. She had cotton on board, made up into jars, which being all removed into the *Gloucester*, upon a narrow search among the cotton, were found doubloons and dollars, to the amount

amount of near twelve thousand pounds. Besides these the Gloucester had sight of two or three other ships belonging to the enemy, one of which they had reason to believe was of great value, but found it impossible to come up with either.

At this time they were eight sail in all, but the *Sancta, Teresa, and Solidad*, moving slowly on the water, and very much retarding the progress of the rest, the commodore ordered them to be cleared of every thing useful, and then burnt.

These successful attacks upon the wealth of Spain inspired the men with fresh ardour to prosecute their enterprize, and they were led on by a commander who knew very well both how to excite and how to direct the spirit of his people. The commodore now determined to proceed northward as far as *St. Lucas*, the peninsula of *California*, or *Cape Corientes* on the coast of *Mexico*, in order to intercept the annual *Minilla* ship which arrives at *Acapulco*, generally in the month of *January*. He had also another motive for steering this course, being desirous of touching in the neighbourhood of *Panama*, in order to procure some means of corresponding over land with admiral *Vernon*, one part of his instructions being to cooperate with the designs formed against the Spanish settlements in the *West Indies*. Mr. *Anson*, who had not a doubt that our arms had been successful on the other side of the isthmus of *Darian*, hoped to have received a reinforcement of men from thence, which might have enabled him to attack *Panama* with good hopes of success. But intelligence being obtained from the Spanish captures of the failure of the enterprize against *Carthage*, the commodore dropped his design of making a hostile visit to *Darian*, but his want of water obliged him to proceed to *Quibo*, a small uninhabited island lying in 7 deg. 20 min. north lat.

A few days only were employed in providing the whole Squadron with a stock of this necessary, and on 12th day of December the commodore stood from Quibo to the westward.

No other concern was thought on but the intercepting the Manilla ship, for which purpose the captains were instructed to stretch to the northward of the harbour of Acapulco: and in case of separation, to rendezvous at the middle of the Tres Merias islands, and afterwards at the island of Macao on the coast of China. They were harrassed with contrary winds from this time to the ninth day of January 1742, on which day the Manilla ship reached the harbour of Acapulco; and it was expected she would sail from thence on the third day of March, O. S. this information they gained from three negroes, whom the Centurion's barge surprised in a fishing canoe, which they afterwards turned adrift among the rocks, that from its being dashed to pieces, the Spaniards might infer that the owners were drowned, and not impute their loss to the real cause. By all the intelligence Mr. Anson could collect besides from those people, he concluded that the governor of Acapulco was ignorant of his being so near at hand, and consequently that his chance for seizing this prize was now greater than ever: and that she might not escape him, he disposed his five ships in such a manner as to take up a sweep of twenty-four leagues, within which compass nothing could pass without its being known by the whole Squadron, from signals which were to be made. The better to prepare for the reception of the galleon, no more hands were left on board the Carmin, Carmelo, and Tryal prize, than were sufficient to navigate them, the rest being put on board the Gloucester and Centurion, which were the two ships intended for the attack; and as an encouragement to the negroes, they were promised

misd their freedom in case they deserved it by their good behaviour in the engagement.

It was certainly reasoning in opposition to every probability, to suppose that the alarm of an English squadron being on that coast had not prevented the sailing of the galleon; but men are easily led to believe what they wish to be true.

At length the long expected day arrived; but to their great mortification, the evening of it set in without the least appearance of the galleon; from that day to the 23d they did not quit their hopes, as they were satisfied she had not sailed out of the harbour of Acapulco. But now the whole fleet beginning to want water, it was agreed to make the best of their way to Seguataneio, or Chequetan, which lies about thirty leagues to the westward of Acapulco, in the latitude of 17 deg. 36 min. north. Here they designed to take in a supply; and in the mean time, lest the galleon might slip out to sea, Mr. Hughes, lieutenant of the Tryal's prize, was ordered to cruize off Acapulco harbour for twenty-four days in the cutter, and give them speedy notice of her setting sail.

It now appearing upon a scrutiny, that they had not more hands than were necessary to man a fourth rate ship of war, Mr. Anson, with the consent of his officers, resolved to scuttle and destroy the Tryal's prize, Carmelo, and Carmin, and to divide the richest part of their cargoes, with their crews, between the Centurion and Gloucester, which was accordingly done on the 28th of April, when the remaining ships of the squadron warped out of the harbour, leaving behind them a letter corked up in a bottle, in a canoe, fixed to a grapnel in the middle of the harbour, acquainting Mr. Hughes, to whom it was directed, that the commodore was returned to his station off Acapulco, that he intended

to quit it in a few days and return to the rest of his squadron, which continued cruising to the southward. The last article was inserted to deceive the Spaniards, in case, as it afterwards happened, the canoe should fall into their hands.

The stormy season now coming on, and it appearing plainly that the voyage of the *Acapulco* ship was laid aside for this year, Mr. Anson having no further business in the American seas, resolved to steer for China, as soon as the cutter should join them, on board of which was Mr. Hughes and some of the stoutest seamen then in the squadron.

It was not until the 5th day of May that she arrived, the currents having driven her so much out of her course, that all her water had been long exhausted, some showers of rain had supplied them with just enough to support life; but when they reached the ship, their emaciated countenances made them appear more like spectres than men.

The commodore here discharged all his prisoners, some few stout negroes, mulattoes and Indians excepted, amounting to fifty-seven. These Spanish prisoners were furnished with two launches, well equipped with masts, sails, and oars, and stocked with provisions for fourteen days; and on the 6th of May 1742, the *Centurion* and *Gloucester* lost sight of the high mountains of Mexico, standing for the Asian continent.

Every one expected presently to fall in with the trade winds, and to proceed with safety and expedition to the coast of China; but nothing is more fallacious than the hopes of seamen. Seven weeks elapsed without meeting with those settled gales, on which their well-being and life depended. In this time the scurvy had again attacked the seamen, and was every day making alarming advances in both ships. At length, about the latter end of

June

June a settled breeze began to blow from the north-east, but the Gloucester having lost her main-mast, sailed so very heavily that the Centurion was obliged to slacken sail in order to keep her company, by which near a month was lost in reaching the Ladrones, and great numbers of the sick perished by this unhappy delay. A storm which overtook them the beginning of August, caused the Centurion to spring a leak, and reduced the Gloucester to little better than a wreck. As it was no longer possible to preserve the ship, the commodore, on the representation of captain Mitchell and his officers, ordered her people on board the Centurion, and that every endeavour should be used to save the stores, as well as the prize money and valuable effects, with which she was freighted; but with all their efforts much of her stores and treasure was irrecoverable, owing to the sickly condition of the crew, the rolling of the ship, and her hold filling fast with water. On the 15th day of August in the evening the Gloucester was set on fire, and after continuing burning the whole night, at six in the morning she blew up, about four leagues distant from the Centurion.

On the 26th day of August they discovered the island of Tinian, one of the Ladrones, which spread a degree of joy not to be described, as almost every one on board despaired of ever seeing land again. On approaching the shore they hoisted Spanish colours with a red flag at the fore-top-mast-head, in hopes that by passing for the Manilla galleon, they might decoy some of the inhabitants on board, from whom they might receive intelligence relative to the place, by which to regulate their conduct. And now standing for the land under this appearance, the cutter was dispatched to find out a proper birth for the ship, which soon sent on board a Spaniard
and

and four Indians they had seized in a proa, coming off shore to meet the Centurion, mistaking her for the Manilla galleon. The Spaniard being immediately examined, with regard to the condition and products of Tinian, assured them, that the island had no inhabitants, except twenty-two Indians, who were there occasionally jerking beef, which when loaded on board a bark of fifteen tons then at anchor near the shore, was to be sent to the garrison at Guam; of which he was serjeant: he also reported, that it abounded with cocoa-nuts, lemons, limes, oranges sweet and sour, with several other fruits, particularly the bread-fruit; that hogs, poultry, and black cattle ran wild in it; that the soil was rich, plentifully watered, and the air good.

As they came closer in with the land, the commodore having sent the pinnace and cutter ashore, with some men well armed to seize the bark, and if possible the Indians, ordered the anchor to be let go, and the ship to lie by for that night, with her sails furled, that her hands might have some repose; for out of one thousand men he had brought from England, he could muster but seventy-one, and these so feeble as to be scarcely able to stand to a gun. The diminution of their numbers was occasioned by the scurvy, which made terrible havock on board ever since they left Chequetan, all the surgeon's efforts to stop it proving ineffectual, though the ship's crew were, during the whole run, plentifully supplied with fresh provisions and good water.

The ingenious writer of commodore Anson's voyage has, with the warmest glow of colouring, painted the beauties and accommodations which united on this spot, but later voyagers who have touched here, particularly Commodore Byron and Mr. Wallis, give a very different account of the place. This island lies in the latitude of 15 deg. 8 min. north, and longitude from Acapulco 114 deg. 50 min. west.

By

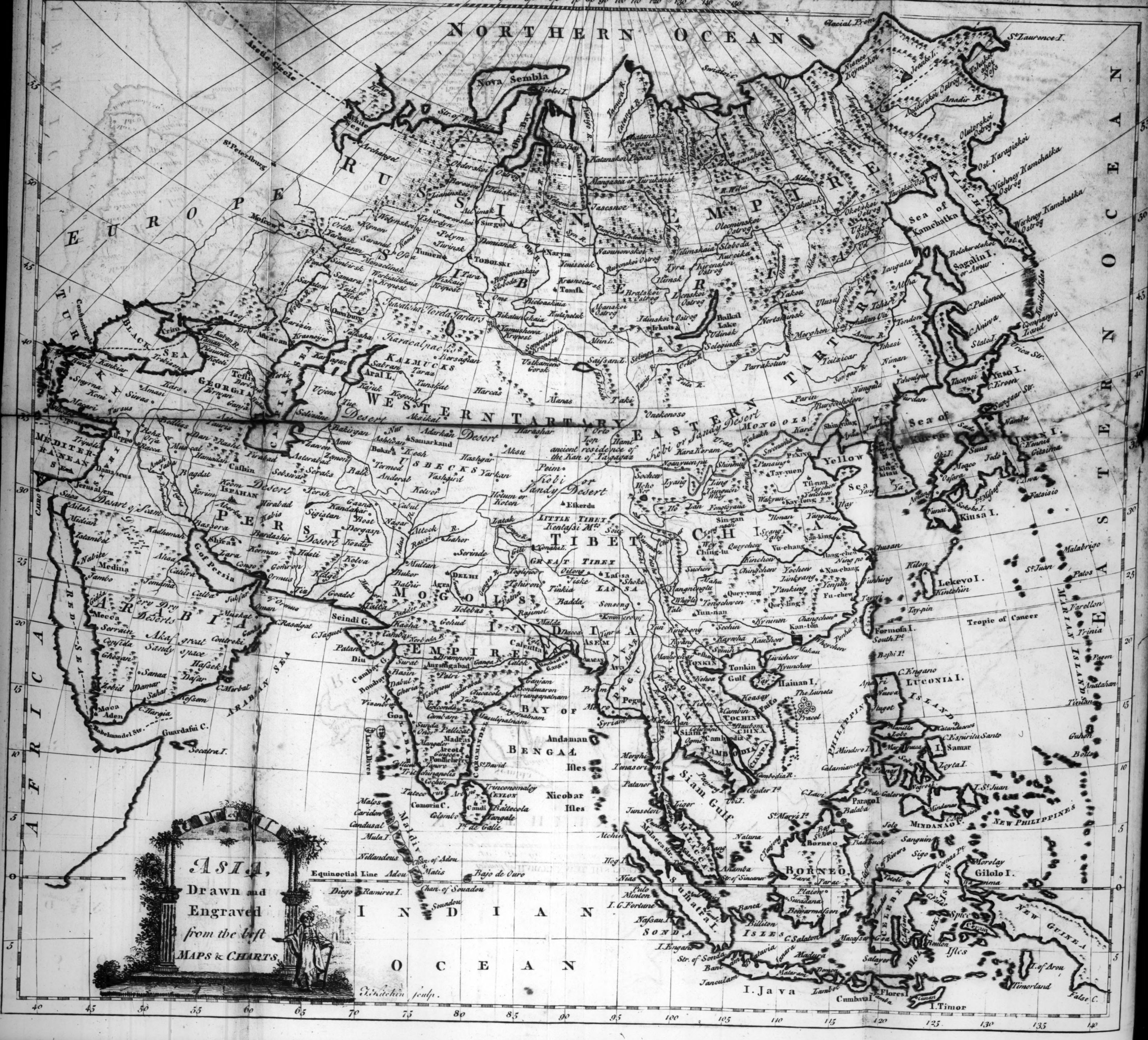
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By

NORTHERN OCEAN



By the latter end of September the sick were surprizingly recovered, and chearfulness and satisfaction succeeded to langour and despondency. The only proper anchoring place for ships of burden is at the south west end of the island, which lies open to the easterly winds, and therefore at certain seasons affords little security for shipping, for about the time of new moon, the wind shifting through every point of the compass, blows with such impetuosity, that the stoutest cables cannot stand its force; and this was experienced by the Centurion, which notwithstanding all the care taken to make her fast, was forced from her anchors, and driven out to sea, with such of the men as had well recovered, under the command of lieutenant Saumarez, the commodore whow as indisposed being then on shore with one hundred and thirteen of his people. This misfortune fell out on the twenty-second of September, in a very dark night, the ship having her sheet anchor hanging at one of her cables, her shrouds loose, her top-masts unrigged, her fore and main yards down, and not a gun lashed on board, nor a port-hole barred in. She laboured for nineteen days before she could regain her birth, and even entirely despaired of it, having only one hundred and eight of her hands, on board, negroes and Indians included. The grief of the men left ashore, was inexpressible: however, given her up for lost, they set about enlarging the Spanish bark, having determined to steer in her for Macao. This resolution was suggested by the commodore, who worked as hard in fitting out this vessel as any of his men. In the mean time Mr. Gordon, a lieutenant of marines, brought them a respite from their incessant fatigues, by being the first to tell them, that the ship was once again in sight, and this news was soon confirmed by her appearing in the offing; upon which a boat with eighteen hands and a large

quantity of refreshments was immediately sent off to her assistance, and that afternoon she was happily brought to anchorage in the road, and the commodore now determined to stay no longer than was necessary for completing their stock of water. On the fourteenth day of October a sudden gust of wind drove the ship out to sea again, seventy of her men being left ashore, however she recovered the island again on the nineteenth, when all hands being ordered on board with such a supply of water, fruit, and refreshments, as could be expeditiously got together, the commodore got under sail for Macao in China.

It was the 21st day of October, in the evening when they lost sight of the island of Tinian, and on the 5th day of November 1742, they made the coast of China, and on the 13th, anchored in Macao road, after having spent upwards of two years in a fatiguing cruise without the least amicable intercourse with any civilized people. Here they met with eleven European ships, four of whom were English, so that the intercourse with their native country was once more renewed after so long a suspension.

Much time was wasted ere the commodore could obtain permission from the Chinese government to repair his ship and take in a fresh supply of stores. As European ships of war are exempted from all manner of port charges in every foreign harbour, Mr. Anson thought it would be derogatory to the honour of his country to submit to pay the duties usually demanded for shipping in the river of Canton, and by his firmness he carried his point.

On the 19th day of April 1743, Mr. Anson put to sea, captain Saunders having taken his passage to England on board a Swedish ship, was charged with dispatches from the commodore; captain Mitchell

also

also with some of the officers embarked on board some of the India company's ships, but the commodore was determined not to return home until he had made another attempt to possess himself of the Manilla galleon. For this purpose he had entered twenty-three men during his stay at Macao, the greatest part of them Lascars, or Indian sailors, and the rest Dutch. He gave out at Macao, that he was bound to Batavia, and from thence to England; and though the westerly monsoon was now set in, when that passage is considered as impracticable, yet by the confidence he had expressed in the strength of his ship, and the dexterity of his hands, he had persuaded not only his own crew, but the people at Macao likewise, that he proposed to try this unusual experiment, so that there were many letters sent on board him, by the inhabitants of Canton and Macao for their friends at Batavia. But his real design was of a very different nature; for he supposed that instead of one annual ship from Acapulco to Manilla, in all probability two would sail that year, since his cruising off Acapulco had prevented one of them from putting to sea the preceding season. So far was he from being discouraged by his former disasters, that he resolved again to brave the dangers of the Pacific Ocean, and to cruise off the island of Samar, for these ships on their return, that being the first land they make at the Philippine islands: and as they generally arrive in the month of June, he was in no doubt of reaching his station time enough to intercept them. They were indeed described as stout vessels, each mounting forty-four guns, and having above five hundred hands on board, and they would most probably sail in company. On the other hand, the Centurion had no more than two hundred and twenty-seven hands on board, of which number near thirty were

boys; but the commodore was not discouraged by this disproportion of strength, knowing that his ship was much better fitted for a sea-engagement than theirs, and expecting that his men would exert themselves in a signal manner, when the immense wealth of these galleons was to reward their valour.

The Centurion was no sooner clear of the coast, than the commodore summoned all his people on the quarter-deck, and informed them of his resolution to cruise for the two Manilla ships, of whose wealth they were well apprized. He told them he should choose a station where he could not fail of meeting with them; and though they were stout ships and full manned, yet if his own people behaved with their accustomed spirit, he was certain he should prove too hard for them both, and that one of them at least could not fail of becoming his prize.

This information was highly relished by the whole crew, and Mr. Anson had no sooner finished his speech, than they testified their hearty approbation of it, according to the naval custom, by three strenuous cheers, declaring at the same time their resolution to succeed or perish, whenever the opportunity presented itself. All their former hopes now revived, and they assured themselves that the spoils of the enemy would at length repay them for all their fatigues and disappointments.

On the 31st day of May new style, they arrived off the island of Samar, but they took care not to approach so near as to be seen from thence. The commodore determined to cruise between the latitudes of 12 deg. 50 min. and 13 deg. 5 min. Here they remained in longing expectation of the approach of the enemy for a whole month, when a general despondency prevailed from the apprehensions of
missing

missing their prey. On the 20th day of June, old style, at sun-rise a sail was discovered from the mast-head, in the south-east quarter. At half after seven o'clock she could be plainly seen from the Centurion's deck, with the standard of Spain flying at the top-gallant mast head, she bore down upon the English, apparently determined to engage them. About noon they were little more than a league asunder, when no second ship appearing, it was concluded that she had been separated from her consort. Mr. Anson, in the mean time, had prepared all things for an engagement on board the Centurion, and had taken every possible measure, both for the most effectual exertion of his small strength, and for the avoiding the confusion and tumult, too frequent in actions of this kind. He picked out about thirty of his choicest hands and best marksmen, whom he distributed into his tops, and who fully answered his expectation by the signal services they performed. As he had not hands enough remaining to quarter a sufficient number to each great gun, in the customary manner, he, therefore, on his lower tire, fixed only two men to each gun, who were to be solely employed in loading it, whilst the rest of his people were divided into different gangs of ten or twelve men each, who were continually moving about the decks, to run out and fire such guns as were loaded. By this management, he was enabled to make use of all his guns; and, instead of whole broad sides, with intervals between them, he kept up a constant fire without intermission; whence he doubted not to procure very signal advantages; for it is common with the Spaniards to fall down upon the decks, when they see a broad-side preparing, and to continue in that posture till it is given; after which they rise again, and, presuming the danger to be for some time over, work their guns, and fire with great briskness, till another

another broad-side is ready; but the firing gun by gun, in the manner directed by the commodore, rendered this practice of theirs impossible.

The Centurion being thus prepared, and nearing the galleon apace, there happened a little after noon, several squalls of wind and rain, which often obscured her from their sight; but, whenever it cleared up, they observed her resolutely lying to. Towards one o'clock, the Centurion hoisted her broad pendant and colours, she being then within gun-shot of the enemy; and the commodore perceiving the Spaniards to have neglected clearing their ship till that time, as he saw them throwing overboard cattle and lumber, he gave orders to fire upon them with the chase-guns, to disturb them in their work, and prevent them from completing it, though his general directions had been not to engage before they were within pistol shot. The galleon returned the fire with two of her stern-chase; and the Centurion getting her sprit-sail-yard fore and aft that if necessary, she might be ready for boarding, the Spaniards in a bravado rigged their sprit-sail-yard fore and aft likewise. Soon after, the Centurion came a-breast of the enemy within pistol-shot, keeping to the leeward of them, with a view of preventing their putting before the wind, and gaining the port of Jalapay, from which they were about seven leagues distant: and now the engagement began in earnest, and, for the first half hour, Mr. Anson over-reached the galleon, and lay on her bow; where, by the great wideness of his ports, he could traverse almost all his guns upon the enemy, whilst the galleon could only bring part of hers to bear. Immediately on the commencement of the action, the mats, with which the galleon had stuffed her netting, took fire, and burnt violently, blazing up half as high as the mizen top. This accident, supposed to be caused by the Centurion's wads, threw the enemy into the utmost terror,

ror, and also alarmed the commodore; for he feared lest the galleon should be burnt, and lest he himself too might suffer by her driving on board him: however, the Spaniards at last freed themselves from the fire, by cutting away the netting, and tumbling the whole mass, which was in flames, into the sea. All this interval, the Centurion kept her first advantageous position, firing her cannon with great regularity and briskness; whilst at the same time the galleon's decks lay open to her top-men, who, having at their first volley driven the Spaniards from their tops, made prodigious havock with their small arms, killing or wounding every officer but one that appeared on the quarter-deck, and wounding in particular the general of the galleon himself. Thus the action proceeded for at least half an hour; but when the Centurion lost the superiority arising from her original situation, and was close along-side the galleon, and the enemy continued to fire briskly for near an hour longer; yet even in this posture the commodore's grape-shot swept their decks so effectually, and the number of their slain and wounded became so considerable, that they began to fall into great disorder, especially as the general, who was the life of the action, was no longer capable of exerting himself. Their confusion was visible from on board the Commodore; for the ships were so near, that some of the Spanish officers were seen running about with much assiduity, to prevent the desertion of their men from their quarters: but all their endeavours were in vain; for after having, as a last effort, fired five or six guns with more judgment than usual, they yielded up the contest; and the galleon's colours being signed off the ensign-staff in the beginning of the engagement, she struck the standard at her main-top-gallant mast-head; the person who was employed to perform this office having been in imminent peril of being killed, had not the

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commodore, who perceived what he was about, given express orders to his people to desist from firing.

The transports of the Centurion's people on being masters of so rich a prize were unbounded. The specie which she had on board amounted to near a million and a half of dollars *. The name of this prize was *Nuestra Signora de Cabadonga*, having on board five hundred and fifty men, with thirty-six guns mounted for action, besides twenty-eight *pateraroes*, each of which carried a four pound ball. She was commanded by general don Geronimo de Mentero, a Portuguese. In the action fifty-eight of her men were killed and eighty-four wounded, among the latter of whom was the general. The slaughter on board the galleon was chiefly owing to the thirty picked men with small arms, who were distributed before the engagement among the shrouds, who having been long practised in shooting marks, did execution with every shot they fired. On board the Centurion only two were killed, and a lieutenant, and sixteen wounded, one of whom died. This disparity in the loss on board the two ships, proves the indefatigable pains that Mr. Anson had taken to render his men expert in the use of their arms; and to this habitual training his success may be attributed.

The commodore immediately appointed his prize a post ship in his majesty's service, under the command of Mr. Saumarez, first lieutenant of the Centurion, and after taking proper measures for securing the prisoners, which were double his number of men, he steered back for the river of Canton, and on the 12th of July, came once more off the city of Macao. Soon after their arrival here, they

* About 337,500*l.* sterling.

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ST. CLOUDSLEY SHOVEL Kn^t

The first Rear Admiral of Great Britain.

Shipwrecked 23^d Oct. 1707. aged 57.

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were visited by a custom-house officer, who, upon taking an inventory of the guns, ammunition, and men on board, seemed extremely surprized at the mention of four hundred firelocks and near as many barrels of powder, adding, that he dared not set down such force, lest the regency should be alarmed; for that no ships so armed had ever entered the river of Canton before.

After a few days were elapsed, and Mr. Anson had brought his ships farther up the river, he dispatched his second lieutenant to Canton, with a letter to the viceroy, requesting a proper supply of provisions, and proposing to pay his excellency a visit. A message in answer to this letter was brought by three mandarins, granting the necessary supply of provisions, and at the same time entreating him to postpone his visit till the weather should become more moderate, and requesting as a favour that the Spanish prisoners should be set at liberty, lest the emperor, upon receiving intelligence of his allies being in confinement in his dominions, should resent it; and at the same time observing, that a compliance with this request would be considered as a great favour conferred on his excellency.

Mr. Anson consented to restore his prisoners to their liberty after some hesitation, made on purpose to enhance the obligation; but when the mandarin came to talk of the duties usually paid by ships, Mr. Anson cut him short, by positively declaring that he would not submit to pay any, this ordinance relating only to trading vessels; and as he intended neither to sell nor buy, he did not imagine the emperor's orders could affect him. The prisoners were soon put on board two junks, sent from Canton for that purpose; and the report they made of Mr. Anson's humanity, who was glad to get rid of them, had a very good effect on the Chinese in his favour.

Endless were the artifices, frauds, and extortions practised by this interested race on the commodore and his people, from the time of his coming into the river Canton in July to the thirteenth of October, when being disappointed of a quantity of biscuit and other provisions that had been promised him, he determined in person to visit the viceroy at his capital, taking such effectual measures for securing the *Centurion* and her treasure, from all the machinations of these treacherous people, that they durst not during his absence attempt any thing to his disadvantage.

Leaving captain Brett to command the ship, Mr. Anson embarked on board his own boat for Canton, rowed by eighteen of his hands, who were dressed in an uniform of scarlet jackets, blue silk waistcoats, caps of the same stuff trimmed with silver buttons, and silver badges; being accompanied by the supercargoes of the English, Swedish, and Danish ships, and besides his own boats were those of all the trading vessels; so that his retinue made a very grand appearance. In his passage he was saluted by all the European ships, (those of the French only excepted) then lying at Wampo, the usual place of mooring.

While Mr. Anson remained in this city, a fire happened to break out, which very likely would have proved the destruction of the whole place, (such was the ignorance of the Chinese on this occasion) had not Mr. Anson's men exerted themselves in extinguishing it: for which he received the thanks of the merchants and principal people of Canton.

The provisions and stores being at length put on board the *Centurion* and her prize, on the 7th day of December they unmoored and stood down the river, and on the 12th day of December anchored before the town of Macao. Here Mr. Anson sold the galleon to the merchants for six thousand dollars.

lars *. Mr. Anson had learnt enough from the English at Canton to conjecture, that the war with Spain was still continued; and that probably the French might engage in the assistance of Spain before he could arrive in Great Britain; and therefore, knowing that no intelligence could come to Europe of the prize he had taken, and the treasure he had on board, till the return of the merchantmen from Canton, he was resolved to make all possible expedition in getting back, that he might be himself the first messenger of his own good fortune, and might thereby prevent the enemy from forming any projects to intercept him: for these reasons, he, to avoid all delay, accepted of the sum offered for the galleon; and she being delivered to the merchants the 15th of December, 1743, the *Centurion*, the same day, got under sail, on her return to England. On the 3d of January, she came to anchor at Prince's Island in the straits of Sunda, and continued there wooding and watering till the 8th; when she weighed and stood for the Cape of Good Hope, where, on the 11th of March, she anchored in Table-bay.

Here the commodore continued till the beginning of April, highly delighted with the place, which, by its extraordinary accommodations, the healthiness of its air, and the picturesque appearance of the country, the whole enlivened too by the addition of a civilized colony, was not disgraced on a comparison with the vallies of Juan Fernandes and the lawns of Tinian. During his stay, he entered about forty new men; and having, by the 3d of April, 1744, compleated his water and provision, he, on that day weighed and put to sea. The 19th of April they saw the island of St. Helena, which, however, they did not touch at, but stood on their

* 1350l. sterling.

way; and, arriving in soundings about the beginning of June, they on the 10th of that month spoke with an English ship bound for Philadelphia, from whom they received the first intelligence of a French war. By the 12th of June they got sight of the Lizard; and the 15th in the evening, to their infinite joy, they came safe to an anchor at Spithead. But, that the signal perils, which had so often threatened them in the preceding part of the enterprise, might pursue them to the very last, Mr. Anson learnt, on his arrival, that there was a French fleet of considerable force cruising in the chops of the channel, which, from the account of their position, he found the Centurion had ran through, and had been all the time concealed by a fog*.

Thus was completed an expedition, which from the various incidents which befel those concerned in it, the spirit and judgment displayed in conducting it, the length of its continuance, and the glorious success with which it was finally crowned, is unparalleled in the naval history of the world. The events and issue of this voyage prove what may be achieved by steady perseverance and unabating exertions; at the same time they shew that it is not in human power to command success; fortune must be propitious, or the best concerted plans will fail. It was uncommon spirit in the commander, that prompted him to sail from the port of Canton in quest of the Manilla ships; but it was his good fortune that threw one of them in his way, when all hopes of meeting her had well nigh vanished. Had he made an unsuccessful cruise, (and the probability was at least as great on that side,) he would have found the British ministry as well as the nation, little disposed to applaud either his courage or his con-

* Anson's voyage, by Walter.

duct. Near four years spent in a fruitless expedition; a sixty gun ship and two sloops lost; three fourths of the men that were sent out perishing at sea, would have been bad testimonials of the commander's merits: but no sooner was the wealth of Spain seized, than the government and the people united in the praises of the intrepid and inflexible Anson, and he became the oracle of the state in all naval business. So little does intrinsic merit captivate mankind; and so much does the glare of success extort admiration!

On the 4th day of July the treasure taken on board the galleon, passed through the city of London in thirty-two waggons, being conveyed from Portsmouth to the Tower. It was guarded by the ship's crew, which formed a motley group, composed of many nations, and preceded by the officers, with swords drawn, music playing, and colours flying, particularly the Spanish colours taken in the prize*.

It will now be necessary to go back some months, in order to take notice of the objects which engaged the attention of parliament. The house of commons voted six millions and a half for the service of 1744, besides three millions and a half paid to the sinking fund in perpetual taxes; so that the year's supplies amounted to ten millions. The funds established for the annual charge, were the land and malt-taxes; one million paid by the East-India Company for a renewal of their charter; one million two hundred thousand pounds by annuities; one

* On this occasion the following lines, appeared in the Gentleman's Magazine:

No more proud Rome thy ancient trophies boast,
The conquer'd country, and the captiv'd host.
Thy fierce ambition Asia, Afric knew;
But round the globe thy eagles never flew.
Thro' ev'ry clime is Albion's thunder heard,
And Anson's spoils are from a tribute WORLD.

million

million from the sinking fund; six-and-thirty thousand pounds from the evinage; and six hundred thousand pounds by a lottery; an expedient which had been for some time annually repeated, and which, in a great measure, contributed to debauch the morals of the people, by introducing a spirit of gaming, destructive of all industry and virtue*. And here we may remark the change of temper in parliaments since the days of queen Anne. When Great-Britain then waged war against Spain and France, every neglect or miscarriage in naval affairs was made a subject for parliamentary enquiry; and both ministers and commanders were made sensible, that they stood accountable to the people for their conduct. At the time we are treating of, when the miscarriages in the West-Indies had tarnished the glory of the British arms; when the mystery in which these transactions were involved could only be unravelled by the authority and wisdom of parliament, and the voice of the nation called aloud for an enquiry into the true causes of national disgrace, still the house of commons sat supine, every session liberally voting fresh supplies, but withdrawing their attention to their application and uses. Not that the spirit of opposition to the minister was laid asleep, but it failed to exert itself on the most essential national questions. Indeed, party contentions were carried on with such violence, that the French ministry concluded the nation to be ripe for a revolt; and this opinion was corroborated by the assertions of the jacobites, whose strong prejudices, and warm imaginations, made them see every thing through the medium of passion and party; whence they informed the court of Versailles, that if the chevalier de St. George, or his eldest son Charles

* Smollett's History of England, Vol. XI. p. 164.

Edward,

Edward, should appear at the head of a French army in Great-Britain, a revolution in his favour would instantly follow. This intimation was agreeable to cardinal de Tencin, who, upon the death of cardinal Fleury, which happened this year, had become prime-minister of France. He concerted measures with the chevalier de St. George at Rome; who, being too much advanced in years to engage in such an expedition, agreed to delegate his pretensions and authority to his son Charles.

The French king appointed count Saxe commander of the troops designed for this expedition, which amounted to fifteen thousand men; and were to be landed under convoy of a fleet equipped at Brest, commanded by M. de Roquefeuille, an experienced officer.

The chevalier de St. George is said to have required the personal service of the duke of Ormond, who excused himself on account of his advanced age: be that as it may, prince Charles departed from Rome about the end of December, in the disguise of a Spanish courier, attended by one servant only, and furnished with passports from cardinal Aquaviva. He travelled through Tuscany to Genoa, from whence he proceeded to Savona, where he embarked at Antibes, and prosecuting his journey to Paris, was admitted to a private audience of the French king; after which he sat out incognito for the coast of Picardy. The British ministry were soon apprized of this proceeding, which left them no room to doubt concerning the destination of the armaments prepared at the ports of France. Mr. Thompson, the English resident at Paris, was directed to remonstrate to the French ministry, on the violation of those treaties by which the pretender to the crown of Great-Britain was excluded from the territories of France: but such complaints were nothing

thing more than matters of form; the designs of the French court were too plainly understood, to suppose that it would recede from the measures it had taken.

The French admiral sailed from Brest in January 1744, directing his course up the English channel, with twenty ships of war. They were immediately discovered by an English cruizer, which ran into Plymouth; and intelligence being conveyed by land to the admiralty, Sir John Norris was ordered to take the command of the squadron at Spithead, with which he sailed round to the Downs; where, being joined by some ships of the line from Chatham, he found himself at the head of a larger fleet than that of the enemy.

Several regiments now marched to the southern coast of England; the forts at the mouth of the Thames and the Medway were put in a posture of defence; and the militia of Kent assembled. On the 15th of February, the king sent a message to both houses of parliament, intimating the arrival of the pretender's son in France, and the appearance of a French fleet in the English channel. In return, they joined in an address, in which they declared their indignation and abhorrence of the design in favour of a popish pretender; and assured his majesty, that with the utmost zeal and unanimity, they would take such measures as would enable him to frustrate and defeat so insolent an attempt. Addresses of the same kind were presented by the city of London, both universities, the principal towns of Great-Britain, the clergy, the dissenting ministers, and the quakers. Six thousand auxiliaries, which the States-General were obliged by treaty to furnish on such an occasion, were demanded, and granted with great alacrity and expedition. The earl of Stair now offered his services to the government, and was re-invested

re-invested in the chief command of the forces of Great-Britain. His example was followed by several noblemen of the first rank; and orders were sent to bring over six thousand of the British troops from Flanders. His majesty was again addressed by parliament to augment his forces by sea and land: the habeas-corpus act was suspended for six months; and a proclamation was issued for putting the laws in execution against papists and non-jurors.

In the mean while, the preparations against England were carried on at Dunkirk and Boulogne, under the eye of the young pretender; and seven thousand men were embarked. M. de Roquefeuille sailed from Brest, and proceeded up the channel as far as Dungeness, on the coast of Kent; whence he detached five ships to hasten the embarkation at Dunkirk: but on the 24th of February, Sir John Norris, with the British fleet, doubling the south foreland, though the wind was against him, took the opportunity of the tide to endeavour to come up with the French; but the tide failing, he was obliged to anchor two leagues short of the enemy. The French admiral resolving to avoid an engagement, set sail at sun-set, for the place from whence he came, in which he was favoured by a very hard gale of wind, which at once saved the French fleet, and entirely disconcerted their design of invading England; for many of their transports were driven ashore and destroyed, and the rest so damaged; that they could not be speedily repaired. The pretender being thus disappointed, resolved to wait for a more favourable opportunity.

The French king no longer preserved any measures with the court of London. The British resident at Paris was given to understand that a declaration of war must ensue; and this was actually published on the 20th day of March. It charged the

king of Great Britain with having dissuaded the court of Vienna, from entertaining any thoughts of an accommodation; with having infringed the convention of Hanover; with having exercised piracy on the subjects of France, and even blocked up the harbour of Toulon. On the 31st day of the same month, a like denunciation of war against France was published at London, amidst the acclamations of the people.

In this declaration the French king is charged with having violated his solemn engagements in the guaranty of the pragmatic sanction given by him in the year 1738, in consideration of the cession of Lorrain: with having given encouragement and support to the Spaniards whilst at war with Great Britain, contrary to every principle of good faith; and with having concerted measures with Spain for attacking a principal settlement possessed by the English in America, the fullest proof of which was obtained by a duplicate of the order dated the 7th of October 1740, having fallen into the hands of the commander in chief of the British fleet in the West Indies; whilst at the same time the strongest assurances were given by the court of France of their friendly disposition. It farther charges that power with having continued the same offensive conduct in the Mediterranean in the year 1741, in joining and protecting the ships of Spain when the English fleet was preparing to attack them: with breach of treaties in repairing the fortifications and erecting new works at Dunkirk; in admitting the son of the pretender to the crown of Great Britain into the dominions of France: in sending a squadron of French ships into the Channel in order to favour a descent on England: and it concludes with disavowing all the charges brought against the king of Great Britain in the French declaration.

We

We shall now take a view of the most important commercial events which took place during this period.

The continental colonies in America having greatly increased in population, trade, and opulence, many schemes were formed in different parts of that extensive coast for supplying a want of a medium in trade, by setting up a bank on land security: the stock of which bank to be raised by public subscriptions for large sums of money, of which small proportions were to be paid in from time to time by each subscriber; these banks were to be managed by directors, treasurers, and other officers, and dividends to be made of the profits arising. The company so formed were to issue bills which each individual subscriber was to engage to take in payment; and at the expiration of twenty years the holders of these bills were to be paid their value in manufactures. By an act of the sixth George I. cap. 17, all such associations and partnerships were made illegal, but the projectors pleaded that the operation of the act did not reach to America. The legislature not choosing to rest the matter on the act of parliament then existing, (which without question was competent to suppress all such schemes) passed another law in 1741 * for restraining and preventing several unwarrantable schemes and undertakings in his majesty's colonies and plantations in America, whereby the former act and every part thereof, was explained to extend to British America, and the contraveners were made liable to the like fines, punishments, &c. to be tried in the king's court in America.

The value of the paper currency of the American continental colonies at this time was as follows, viz.

* 14 George II.

New England (i. e. principally the Massachuset's bay) Connecticut, Rhode Island, and New Hampshire			—	525£. currency	} for 100l. sterling money*.
New York			—	160	
The Jerseys			—	160	
Pennsylvania			—	170	
Maryland			—	200	
North Carolina			—	1,400	}
South Carolina			—	800	

It was computed that in the year 1740, about 200 British ships were annually and constantly employed in the tobacco trade with the two colonies of Virginia and Maryland; the proportion of which was eighty or ninety sail for Virginia, and about one hundred and ten, or one hundred and twenty for Maryland. Of these ships such as traded to the out ports of Great Britain, were generally of less burden than those from the port of London. In these ships it was computed that thirty thousand hogheads of tobacco were annually imported, eighteen thousand of which were brought home in the London ships †.

The increase of the linen manufacture of the kingdom of Ireland was at this time astonishingly great. It has been asserted that at the revolution Ireland did not export to the value of six thousand pounds in linens, whereas the exportations at this time amounted annually to six hundred thousand pounds ‡.

In the month of August 1740 the sale of the French East India company's merchandize at Port L'Orient amounted to twenty-two millions of livres, or nine hundred and sixty-two thousand five hundred pounds sterling, which sufficiently de-

* Anderson on Commerce, Vol. II. p. 366. † Idem. ‡ Idem.

monstrates

monstrates the vast increase of that company's commerce to East-India.

In consideration of a million of money advanced to government at three per cent. interest, the English East-India company obtained fourteen years farther term to be added to the charter which they then held. They were empowered to borrow money on their common seal, by creating a million of new bonds at three per cent. interest, so that the entire debt thenceforth due by the public to this company was, four million two hundred thousand pounds, and the exclusive right of carrying trade was extended to three years notice to be given by parliament after Lady-day 1780.



C H A P. III.

The Naval History of GREAT BRITAIN, from the Declaration of War against FRANCE in 1744 to the Peace of AIX LA CHAPELLE.

Engagement between the British Fleet and the Combined Fleets of France and Spain off Toulon—Dutch Squadron arrives in the Channel—A Fleet under Sir John Balchin proceeds to the Bay of Biscay--The Victory founders and all on board perish--Change of the Ministry—New Board of Admiralty—Squadron sent to the East-Indies—Three French East-Indiamen taken—Naval Force in the West-Indies—Success of British Cruisers—Meeting of Parliament—Supplies—Expedition against Louisburgh—Conquest of Cape Breton—Rebellion in Scotland—Proceedings in Parliament—Genoa bombarded by a British Fleet—Transactions in the East-Indies—The French reduce Fort St. George and Madras—Expedition to the Coast of France—Attempt upon Port L'Orient—Unsuccessful Attempt to discover a North-West Passage—Transactions in the West-Indies—Trial of the Admirals Matthews and Lestock—New Parliament assembled—Defeat of a French Squadron by the Admirals Anson and Warren—Naval Promotions—French Ships taken by Admiral Hawke—Transactions in the West-Indies—Engagement between the British and Spanish Fleets—Vice-Admiral Medley in the Mediterranean—Rear-Admiral Boscawen in the East-Indies—Congress at Aix la Chapelle—Definitive Treaty signed.

Mrs.

MISCELLANEOUS OCCURRENCES. *Attempt to lay open the Trade to Turkey—State of the Bank of England—View of the Newfoundland Fishery—Production of Indigo in South Carolina—Comparative View of the Sugar Trade of England and France.*

THE chief naval strength of the belligerent powers was now collected, as it used to be in former wars, in the Mediterranean. Here admiral Matthews rode triumphant before Toulon, in which harbour the combined fleets of France and Spain were ignominiously pent up. At length a positive order was sent from the court of France to their admiral de Court, to put to sea at all events, in order to join a squadron expected from Brest, and even to risk an engagement with the English, if the junction could not be effected without it. Sixteen Spanish men of war lay in the harbour, but the Spaniards had only a sufficient number of sailors and gunners to work twelve. The French fleet consisted of sixteen ships of the line, four frigates, and three fireships. M. de Court the French admiral, at the age of four-score, enjoyed all the vigour of body and mind which such a station required. Forty years had elapsed since the sea-fight off Malaga, where he had served as captain on board the admiral's ship, and since that time there had been no engagement at sea in any part of the world, except that off Messina in 1718.

On the 10th day of February the two contending fleets got under sail, and being each drawn up in line of battle, advanced to meet the other. The arrangement and force of the two armaments were as follows.

A LIST

A LIST OF THE BRITISH FLEET.

Those marked † fought with the French, * with the Spaniards, and those with no mark did not fight at all.

V A N.

Rear-Admiral ROWLEY.

Frigates, &c.	Rates.	Ships.	Commanders.	Men.	Guns.
Oxford, Faversham, Winchelsea,	3	Stirling Castle,	Cowper,	480	70
	4	Warwick,	West,	400	60
	3	Nassau,	Lloyd,	480	70
		* Somerset,	Slaughter,	600	80
	2	† Barfleur,	Rear adm. Rowley,	750	90
		{	C. D. Langle,		
	3	† Princess Caroline,	Osborne,	600	80
		* Berwick,	Hawke,	480	70
		Chichester,	Dilke,	600	80
	4	* Kingston,	Lovet,	400	60

C E N T R E.

Admiral MATTHEWS.

Guernsey, Chatham, Salisbury,	4	* Dragon,	Watson,	400	60
	3	* Bedford,	Townsend,	480	70
		* Princessa,	Pitt,	480	74
		* Norfolk,	Forbes,	600	80
	2	* Namur,	Admiral Matthews, Captain Ruffel,	750	90

Frigates, &c.
Dorset galley,
Anne galley,

Rates.

Ships.

* Marlborough,
Dorset galley,

—

Commanders.

Cornwall,
Dorset galley,

Men.

750

Guns.

90

CHAP. III.]

OF GREAT BRITAIN.

Frigates, &c.	Rates.	Ships.	Commanders.	Men.	Guns.
Durley galley,	3	Marlborough,	Cornwall,	750	90
Anne galley F.		Dorsetshire,	Burfish,	600	80
		Essex,	Norris,	480	70
	4	Rupert,	Ambrose,	400	60
	3	Royal Oak,	Williams,	480	70
R E A R.					
Vice-Admiral Lestock.					
	4	Dunkirk,	Purvis,	400	60
	3	Cambridge,	Drummond,	600	80
		Torbay,	Gascoigne,	480	70
Nonfuch,	2	Neptuns,	Vice adm. Lestock,	750	90
Romney,			Captain Stepney,		
Diamond,			Long,		
Mercury fire-ship,	3	Buckingham,	Towrey,	600	80
		Boyne,	Frogmore,	480	70
		Elizabeth,	Lingen,	600	80
		Revenge,	Berkeley,	480	70
				480	70

Seamen, in all 15000
Soldiers — 800
Guns — 2490
Ships — 40

A LIST

A LIST OF THE COMBINED FLEET.

V A N. F R E N C H.

Commodore GABARET.

Frigates, &c.	Rates.	Ships.	Commanders.	Men.	Guns.
	4	Le Diamont,	De Mafiac,	360	50
		Le Toulouise,	De Affrour,	480	60
		Le Serpoux,	De Chaylus,	500	64
		L'Eole,	De Gravier,	500	64
L'Attalante,	3	L'Esperance,	Com. Gabaret,	580	74
Le Flore,		L' St. Esprit,	De Piofin,	580	74
		Le Boree,	De Marquese,	500	64
		L'Aquilon,	De Vandrevil,	360	50

C E N T R E. F R E N C H.

Admiral DE COURT.

	4	Le Tygre,	De Sauria,	400	56
		Le Trident,	De Caylus,	500	64
	3	Le Duc d'Orleans,	D'Orvez,	580	74
		Le Terrible,	Admiral de Court,	600	74
		Le Ferme,	De Sergne,	580	74
		Le Solide,	De Chateaufneuf,	500	64
		Le Leopard,	De Galifet	500	64
		L'Ancion,	De Lauce,	400	56

Le Zephire,
Le Volage,

REAR

R E A R. S P A N I A R D S.			
Admiral NIVARRO.			
Frigates, &c.	Rates.	Ships.	Commanders.
	4	Le Superbe,	Juan Valdez,
		Le Poder,	Rodriguez,
	3	Le S. Fernando,	De la Vega,
		Le Constant,	De Tourtaga,
		L'Isabella,	Peclothou,
Two frigates,	1	Le R. Inf. D. Philip,	Admiral Navarro,
	3	Le Hercule,	Cosme d'Alvarez,
		L'Amerique,	Fran. Petrucci,
		Le Neptune,	Hen. Olivarez,
		L'Orient,	Joach de Villena,
		Le Berillant,	Blaise de la Barrera,
		Le Retiro,	Juan Souriane,
			Seamen — 16500
			Guns — 1820
			Ships. — 34
			Men. — 500
			Guns. — 60
			500
			500
			500
			600
			700
			700
			1300
			600
			600
			500
			500
			500
			450
			54

The English had the advantage of the wind, a circumstance of as much consequence at sea, as an advantageous post is on land. That nation was the first who ranged their naval forces in the order of battle which is now in use, and it is from them that other nations have learned to dispose their fleets into the divisions of van, main, and rear. Matthews was eager to come to action, de Court chose rather to avoid one, for which purpose he endeavoured to stretch to the southward.

On the 11th at break of day, the combined squadrons having made sail during the night, with little wind easterly, had got somewhat farther off, whilst the English had been driven by the currents between them and Toulon; upon which admiral Matthews made the signal for bearing down. At this time the English fleet was very much extended, the headmost ship in the van being distant from the sternmost in the rear full three leagues. At half an hour past eleven o'clock at noon, Matthews perceiving the backwardness of his adversary to engage, threw out the signal for a general engagement. By one o'clock the two fleets had neared each other considerably, but the regular arrangement was now inverted. The van of the British fleet was opposed to the centre of the combined fleet; the French van under commodore Gabaret was greatly a-head, and admiral Matthews with the centre division was a-breast of the Spanish fleet which composed the rear of the enemy; and vice admiral Lestock was greatly a-stern, and as there was little wind and a great swell, he had little chance of making way so as to come up with and engage the Spaniards. This was the important moment for attacking the Spanish fleet, and admiral Matthews being of opinion that the regular form of an attack should be adhered to or departed from according as the public service was likely

likely to be best promoted, bore down upon the Spanish admiral, throwing out the signal for engaging, while that for the line of battle was still displayed, which was a fatal indiscretion, and tended greatly to embarrass those who were to act under these directions. However, though Lestock made no haste to come up with the flying enemy, which it was his unquestionable duty to have done, yet had the intrepidity of Matthews been properly seconded by every ship in his division, the Spanish fleet might have been as effectually subdued as it was six and twenty years before by Sir George Byng.

The admiral in the *Namur*, and captain Cornwall in the *Marlborough*, singled out the Spanish admiral Navarro in the *Real* or *Royal Philip*, and the *Isabella* his second, and very gallantly began the action within pistol shot, about half an hour past one o'clock.

At the same time captain Forbes in the *Norfolk*, bore down, and engaged the *Constant*, the second a-head of don Navarro; and the *Princessa*, *Somerset*, *Bedford*, *Dragon*, and *Kingston* fired at the *Poder*, the ship next a-head of the *Constant*; the *Orient*, *Amerique*, and *Neptune*, the three headmost ships of the *Poder*, exchanged a broadside with the headmost ships of the British centre, and continued their course to the southward with the French squadron, making in all nineteen ships of the line; and the five other Spanish ships were at a considerable distance a-stern of their admiral, though these ships might have been kept before the wind by vice admiral Lestock, if the necessity so urgent before his eyes could have prevailed on him to conceive himself justified in breaking the line while the signal was unaltered: yet still he kept at a great distance from the line. But about two o'clock rear admiral Rowley, and captain Osborne in the *Princess Caroline*, got

got along side the French admiral and the Ferme his second, and engaged them for some time; the Berwick and Chichester also fired at the French, but at too great a distance, while the Nassau, Warwick, and Sterling Castle, the three other headmost ships of this division, though there was no signal of direction to the contrary, did not engage, according to the signal abroad, but kept their wind, endeavouring to prevent the French from tacking and doubling upon them, who had so great a superiority, as nineteen against seven, the Kingston and Somerset having got so far a-head as to fall in among the centre. Admiral Rowley continued the engagement against the French admiral, with great obstinacy and judgment, assisted most gallantly by captain Osborne; and as seven other ships of the French division began to fire, this prevented admiral de Court tacking his division to the assistance of the Spaniards, neither could commodore Gabaret do it with the van, without running the hazard of being surrounded by that of the English, which had the wind of them, and kept it with such discretion, as prevented the rest of the French from engaging, and added greatly to the reputation of the commanding officer.

A constant fire was maintained with great warmth by the Namur and the Marlborough, against don Navarro and his second, both of whom behaved with great valour; but the Norfolk, after engaging three quarters of an hour, obliged the Constant to bear away out of the line much disabled: upon which the Spanish admiral and his second a-stern, notwithstanding their warm work with the Namur and Marlborough, fired some guns at her to bring her back, but to no purpose; for she continued to lie to leeward, and never more returned to the engagement. The Norfolk did not think proper to quit the

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the line in pursuit of her, and having now no antagonist, she lay to windward, having twenty men killed and twenty five wounded, with her rigging, masts, and yards considerably shattered. The Namur and Marlborough being just aboard of one another, obliged admiral Matthews to fill his sails and go a-head, in the heat of the action, though his masts, yards, and rigging, were so much disabled, as to occasion the greatest difficulty in managing the ship, which was increased by having but little wind with a great swell; and the mizen top-sail being handed to prevent the masts and rigging tumbling about their ears, though he reeved new braces three several times: so that he could not give the Marlborough the assistance captain Cornwall wanted, whose behaviour merited all imaginable applause: and though the admiral engaged within pistol shot, he had but nine men killed and forty wounded, and among the latter captain Russel who had his arm taken off by the first broadside.

The gallant captain Cornwall had lost both his legs by an unfortunate shot; and the Marlborough at three of the clock had her main and mizen masts shot by the board, the fall of which killed her heroic commander; nevertheless she was fought bravely by her second lieutenant, (the first lieutenant who was the captain's nephew, being also killed) and making good fires upon her opponents, though she had no assistance from her neighbours in the line, which continued lying to windward, and firing at the Spanish ships in the rear, not within gunshot, though the admiral had sent orders for them to bear down to her assistance. The Real or Royal Philip lying disabled with her stern to the Marlborough, her second gone, and the ship a-stern, not yet come up at four o'clock; the Ann galley fireship was ordered to prime with the utmost dispatch, and go down upon the

the Spanish admiral and burn him: but before she could be got ready the Spanish ships a-stern passed by vice-admiral Lestock, who fired a broad-side at the sternmost ship, but could not stop her from going a-head, which gave them an opportunity of re-inforcing the Spanish admiral, just as the fire-ship was approaching the Royal Philip, these ships fired at her all the way she was advancing. The fire-ship being within a cable's length of the Spanish admiral, was set on fire; but the Spaniards pouring into her bows a great number of shot, immediately sunk her, though she was not her own length at that time from the Royal Philip, and went down all in a blaze, with captain Mackey her brave commander, his lieutenant Hilliers, his gunner, and twelve men, whose fate was participated by fifty Spaniards, who had been sent in a launch from the Royal Philip to take her, and arriving close under her the very moment she blew up, perished in the flames.

About five o'clock the Marlborough being dreadfully shattered, and almost torn to pieces was towed out of the line. The Spaniards fired chiefly at the masts and rigging, by which, although admiral Matthews engaged the Real within pistol shot, he had only nine men killed and forty wounded; captain Ruffel who commanded the Namur, had his left arm shot off by the first broadside; whilst a dreadful carnage was made on board the Spanish admiral's ship, notwithstanding which, she maintained the action with unabating spirit. The Dorsetshire, Essex, Rupert, and Royal Oak, very feebly supported their admiral; had they discovered the same alacrity as the Marlborough, the Spanish ships would most probably have been destroyed or taken. During the fiercest part of the action admiral Matthews is said to have stood on the

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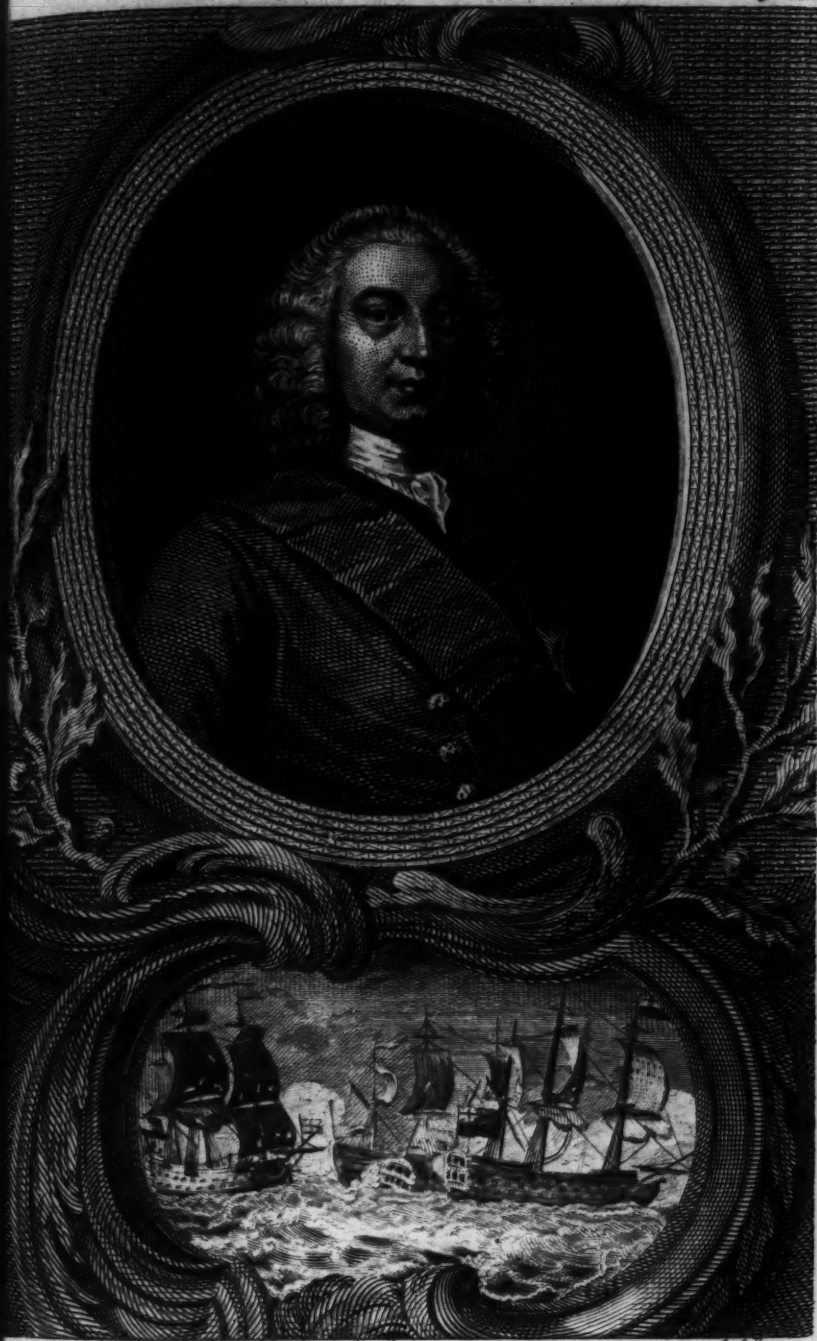
the quarter deck, or arms chest, observing with his glass the manœuvres of the enemy, and although a double deaded shot carried away the plank he leant upon, it occasioned no visible change in his countenance or deportment.

Whilst these transactions passed between the centre of the British fleet and the rear of the combined fleet, admiral Rowley who commanded the British van, and hoisted his flag on board the Barflour, being seconded by the Princess Caroline, captain Osborne, engaged the French admiral and his second for three glasses, during which time the conflict was maintained with great firmness on both sides. De Court perceiving the perilous situation of his rear, being sensible that their total destruction would follow upon the English rear bearing down, at three o'clock threw out the signal for his van to tack and make sail to the relief of the Spanish ships, hoping thereby to enclose admiral Matthews between two fires, but the Sterling Castle, Warwick, and Nassau, assisted by the Chatham (a fifty gun ship not of the line,) being to windward of the French van, hung upon it for a considerable time, and prevented those ships from complying with the admiral's signal. It was not till five o'clock that the French squadron were able to tack, upon which admiral Rowley did the same, and hastened to join the centre. All this time Lestock was not come up, although four of the sternmost of the Spanish ships, who, at the beginning of the action were equally distant from their admiral as he was from his, found means to get up to assist him.

The Poder, a sixty gun ship, lying a-head of the Real or Royal Philip, was fired at by the Princessa, Somerset, Dragon, Bedford, Kingston, and by the Salisbury and Guernsey frigates of fifty guns, but not within gunshot, which conduct as it did not annoy

the enemy, exposed the several commanders to ridicule. As these ships were intermixed, and made a confused random fire, they were more exposed to their own shot than to that of the enemy, and the Somerset is said to have received many from the Kingston. At length, the Berwick bore down upon the Poder, and engaged her in a manner becoming the British honour. The Spaniard made a vigorous resistance, having five hundred men on board, but losing her main-mast and fore-top-mast she struck. Several officers boarded her, claiming the honour of the capture; but the captain pointed to the Berwick, and delivered his sword to her lieutenant, saying, he held the others in the greatest contempt. The French squadron came up just as the Poder had struck to the Berwick, so that captain Hawke had only time to take out the Spanish captain, and four of his principal officers, it being impossible to do any thing with the ship, as it was almost dark, and she had not a mast standing, which obliged him to leave her to the French; but his fourth lieutenant and twenty-three men could not be got out of her. The Spanish squadron being thus joined by the French, their whole fleet was ranged in good order of battle. At half an hour past five, admiral Matthews made the signal for the British fleet to draw into a line of battle a-head: at this time the Namur and some others of the same division, continued engaging with the Royal Phillip and the sternmost ships which had joined her; but night coming on, firing ceased on all sides, and the British fleet being all formed in a line, passed on, leaving the Spanish ships greatly shattered, and almost entirely disabled.

The combined fleet took the opportunity of the night, which was very dark, to escape from ours, and avoid renewing the engagement, being taken up



LORD HAWKE,

Eight of the Bath and Vice Admiral of Great Britain .



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up in towing their crippled ships before the wind. The British admiral thought it imprudent to continue the engagement after the night closed in, since the necessary orders by signals could not have been distinguished, nor indeed an enemy known from a friend.

Admiral Matthews about eight o'clock at night shifted his ship, and hoisted his flag on board the *Russel*, not caring, should there be an engagement next morning, to risk the falling of all the *Namur's* masts; and the admiral acquainted the vice and rear-admirals with his removal, directing them to keep near him all night: at the same time he intimated to vice-admiral *Lestock*, a surprise at his behaviour, hoping he would be able to give good reasons for his conduct. From the behaviour of Matthews on this memorable day, it seems probable, that he expected to be able to beat the Spaniards without the assistance of *Lestock's* division; but when several of the ships that sailed in the centre discovered shameful backwardness in supporting their admiral; and thereby the opportunity was lost; the animosity which subsisted between him and *Lestock* led him to put the most severe construction on the latter's conduct.

Next day the enemy appeared to leeward, with their crippled ships in tow, steering south-west and by west about six leagues distant. The admiral gave chase till night, when he brought to, that he might be joined by the ships astern. In the afternoon captain *Watkins*, of the *Burford*, joined the fleet. He had been in *Hieres Bay* the day before, and hearing the report of guns, and seeing the smoke, he made directly for the fleet. The *Poder* had been so very much disabled, as to retard the French in their sailing; but when the British fleet bore down so near upon them, the French admiral

ordered the Diamont to take out as many of the Spaniards on board the Poder as possible; upon which several boats were sent, and after taking out all the men, the ship was left behind. Admiral Matthews then sent the Effex a-head to burn the Poder, not being able to spare any of his squadron to carry her to Minorca, having just before sent the Marlborough thither, under convoy of the Oxford. The Poder was accordingly set on fire, and blew up about half an hour after nine. There was also reason to believe, that had any wind sprung up, the French would have left the other crippled ships belonging to the Spaniards, as most of them had suffered greatly.

The next day, the 13th, they were perceived again, but at a greater distance, and pursued for some time. But at nine o'clock the wind coming to the eastward, and blowing very hard, admiral Matthews suspecting that the French admiral intended to decoy him down the Straits, where he might probably be reinforced by the Brest squadron, thought it most advisable to give over the chase, especially as several of his ships were greatly disabled in their masts; the admiral therefore made the signal to leave off chasing, and sent the Winchelsea to recall the vice-admiral, who at ten o'clock lost sight of the confederates, and the British fleet was never able to discover them afterwards.

Next day at noon, the ships having in some measure repaired their damages, the admiral made sail to the north-west, in hopes of meeting the confederate fleet, and continued that day and night, making sail in for the shore. But the combined squadrons steering west-south-west, had got on the coast of Spain, where on the 14th they were separated in a hard gale; after which the French put into Alicant on the 16th, and the Spaniards arrived at Carthagena

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on the 17th. Matthews then bore away for Port Mahon, after having in vain attempted to recover his station in Hieres Bay.

In this engagement the confederates lost only one ship, the Poder of sixty guns, a loss which the Spaniards readily put up with, as it furnished them with an opportunity of getting all the rest of their fleet into their own harbours, especially as they had taken out all the men, and she afterwards became of no service to the captors. The Royal Philip was greatly damaged, having five hundred men either killed or wounded, among the former was don Nicolas Geraldine, the Spanish captain; and among the latter was admiral Navarro, who had received two slight wounds: the Neptune lost her captain, don Henry Olivarez, with his first lieutenant, four officers, and near two hundred men; the Isabella lost some of her officers and three hundred men; but the rest of the combined fleet received no considerable damage. The British squadron, besides the Ann galley fireship, suffered principally in their masts and rigging, towards which the confederate ships mostly directed their shot; the Namur was greatly wounded in her rigging, having fifteen men killed and the captain and fifty wounded; the Barfleur had but little hurt: and the whole loss in the British fleet did not exceed four hundred men killed and wounded. But the greatest loss was by the death of the heroic captain Cornwall, who, when his admiral was disabled, intrepidly pushed in with the Marlborough, between the Namur and the Spanish squadron, and, with a bravery most of the fleet were strangers to, took on himself the whole fire of the Spanish line; by his noble behaviour extorting a confession from the commanders he engaged with, that at least one British captain had honourably maintained the glory of his nation. The concern expressed

pressed for the loss of this brave man was general and sincere, and in order to perpetuate his memory, the parliament voted a splendid monument to be erected in Westminster-abbey, at the public expence.

As soon as the British fleet had arrived at Port Mahon, admiral Matthews transmitted to vice-admiral Lestock a number of queries, respecting his conduct on the 11th day of February, requiring of him distinct answers to each. These were returned the next day, and therein the vice-admiral asserted that he had crowded all the sail his ship could carry to come up with the enemy. He charged the Dunkirk and Cambridge who were a-head of him, with not making all the sail in their power, and keeping to windward of their station, particularly the Dunkirk, on which account he fired a shot to windward of them, as a signal, which they did not think proper to observe. To these answers Matthews replied, and the other rejoined. In the rejoinder Lestock observes that, "though he had the honour to bear his majesty's flag, yet he had always, even in the day of battle, been kept ignorant of the designs of the commander in chief, more so than many private captains."—Perhaps this passage serves to explain the true grounds of the miscarriage more fully, than any thing which was said on either side, during the whole altercation. The same day that Matthews received Lestock's rejoinder, he suspended him from his command, and sent him prisoner to England on board the Salisbury. Lestock had signalized his courage on many occasions; he was a lieutenant on board the *Barfleur*, Sir Cloudesley Shovel's ship, in the engagement off Malaga in 1704, and was second captain of the same ship, on board of which was Sir George Byng, when he beat the Spaniards off Cape Passano in 1718. He perfectly understood the whole



*Monument erected by the Senate of Great Britain, to
the Memory of CAPT. CORNWALL, who was slain while
Fighting for his Country, on the 3^d of Feb. 1743.*

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whole discipline of the navy. Lord Torrington recommended him to king George I. as one of the most able quarter-deck officers ever bred at sea; which recommendation soon after procured him a flag.

A similar spirit of discord had gone forth among the commanders of the combined fleets; the Spanish admiral Navarro represented the conduct of de Court in such a light to the ministry of Spain, that soon after his arrival in port he was superceded. On this occasion he wrote to the bishop of Rennes, ambassador from the crown of France to the court of Spain. He begins with saying. "It is well known, my lord, that the sea-officers in the service of Spain, have been for a long time a good deal out of humour with France, and that so long ago as the year 1741, I had the good fortune actually to save the Spanish squadron under the command of M. Navarro; and I saved it, in spite of all that officer could do; who out of mere affectation stood out to sea, in sight of admiral Haddock; though he very well knew, that it was my order to keep within sight of land, and that I was not bound to hazard the squadron under my command for the sake of braving the English, under an admiral *whose courage and conduct was not THEN to be questioned*; having appeared on all occasions, even to the Spaniards themselves, not capable of censure only, but above suspicion." Towards the conclusion of his letter, he has the following remarkable passage. "It was not I, my lord, who forced M. Navarro to fight against all the rules of war and prudence; it was not I who separated his ships from him and threw him in danger; but after he had taken so much pains in spite of all that I could do, to get himself handsomely beat, it was I that came to his assistance, and gave him an opportunity of getting away, which otherwise he never could have had."

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We shall now relate the other naval occurrences of the year 1744, after which the proceedings at home against the two commanders, and the several accused captains will come under consideration.

A fleet of Dutch men of war consisting of twenty sail, under the command of admiral Baccherst, arrived in the Downs the beginning of the month of July, and proceeded to join the English fleet which lay at Portsmouth, under the command of Sir John Balchen. About the same time advice was received that a fleet of storeships for the Mediterranean, which was convoyed by eleven ships of the line, and a bomb ketch, commanded by Sir Charles Hardy, having put into Lisbon, the French fleet from Brest composed of fourteen ships of the line and six frigates, under the command of M. Rochambault, appeared off that harbour, and had prevented Sir Charles from putting to sea, and proceeding on his voyage. As these supplies and re-enforcements were essentially necessary to enable the force in the Mediterranean to act, Sir John Balchen received orders to sail immediately in quest of the Brest fleet, having the following English and Dutch ships under his command.

BRITISH DIVISION.

Ships.				Guns.
Sir John Balchen, Admiral, in the				
Victory	—	—	—	110
Hampton Court,	—	—	—	70
Augusta,	—	—	—	60
Captain,	—	—	—	70
Princess Amelia	—	—	—	80
Vice-admiral Martin, in the St.				
George	—	—	—	90
Falkland	—	—	—	50
Suffolk	—	—	—	70
Exeter,	—	—	—	60

Vice-



SIR CHARLES HARDY Kn.^t
Admiral of the White.

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Vice-Admiral Stuart, in the Duke.

Ships.				Guns.
Sunderland,	—	—	—	60
Monmouth,	—	—	—	70
Duke,	—	—	—	90
Prince Frederick,	—	—	—	60
Princess Mary,	—	—	—	60
Ætha,	} fire-ships, and			
Scipio,				
Fly sloop.				

DUTCH DIVISION.

Ships.	Commanders.	Guns.
Haerlem,	Admiral Bacchereft,	70
Dordrecht,	Vice-admiral t'Hooft,	54
Damiata,	Vice-admiral Schryver,	64
Leuwenhorst,	Rear-admiral Reynst,	54
Edam,	Captain Trenscl,	44
Affendelft,	——— Boudaen,	53
Delft,	——— Wellesteyn, and	
Two frigates.		

The French admiral, on the first news of the approach of this fleet, quitted his station off Algarve, and retired to Cadiz. Sir Charles Hardy hereupon putting to sea, formed a junction with the combined fleet, which sailed to Gibraltar, where Sir John Balchen victualled the Mediterranean fleet, and re-enforcing the garrison of that place, he steered his course for England. On the 28th day of September he lost sight of the coast of Galicia, and soon after entered the bay of Biscay, directing his course towards Ushant, but a violent storm overtaking him, dispersed the whole fleet,

and drove some of them to the entrance of the channel, where several of the ships suffered considerably, particularly the *Exeter* and the *Duke*, the first of whom lost her main and mizen-masts, and was under the necessity of throwing twelve of her guns overboard; and the latter had all her sails torn to pieces, and ten feet water in her hold. Vice-admiral Stewart, however, who was on board the *Duke*, arrived, with the greater part of the ships, safe at Plymouth; and the whole fleet, except the *Victory*, came into port by the 10th day of October. This ship, on board of which Sir John Balchen had hoisted his flag, was considered as the largest and most beautiful first-rate in the world: she was separated from the rest of the fleet on the 4th, after which she was never seen or heard of; and this brave commander, with all his officers, volunteers, and crew, amounting to eleven hundred choice seamen, perished. It is generally supposed, that she struck upon a ridge of rocks called the *Caskets*, near *Alderney*, as repeated signals of distress were heard by the inhabitants of that island; but the wind blew so violently, that no boat could put out to their assistance.

The loss of this ship has been imputed to a defect in its construction, and many complaints were at that time made concerning the principles on which the men of war were built, and the conduct of the surveyor general of the navy. His majesty was pleased to settle a pension of five hundred pounds per annum during life on lady Balchen, the admiral's widow. A few months before, the admiral had been appointed governor of *Greenwich* hospital, on the death of Sir John Jennings, soon after which the honour of knighthood was conferred upon him.

Nor was the *Victory* the only man of war that perished about this time: the *Colchester*,
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of fifty guns and four hundred men, sailing from the Nore for the Downs, struck on the sands, between the Long Sand, and Kentish Knock, about seven in the evening, on the 21st day of September, in which situation she continued till ten before a boat could be got out to send for assistance, when a lieutenant, a midshipman, and twelve sailors made the best of their way for Harwich; during which time the lights were put up in the shrouds, and one hundred and forty guns fired as signals of distress, which were answered by the Royal Sovereign at the Nore; but the wind being full east, it was impossible to send her any relief. In this dangerous condition they were obliged to scuttle the ship to prevent her from sinking among the sands, and remained thus till the twenty-third in the evening, when the boat returned from Harwich with six fishing vessels; but the sea being rough, they could not get to the ship before morning, when three hundred and sixty-five men, with the captain, were taken out alive; the sick, being sixteen in number, all perished; thirteen were drowned in attempting to save themselves in the long boat, and about eleven more, besides a lieutenant perished. The survivors were taken to Harwich, but the ship was soon after buried under the sands; and for his negligence the pilot was sentenced by a court-martial to suffer two years imprisonment.

These losses were sustained by the fury of the elements, but a more disgraceful fate attended the Northumberland, a new ship, of seventy guns and four hundred and eighty men. She was commanded by captain Watson, who, whilst cruising in the channel, fell in with three French men of war, viz. the Mars, of sixty-eight guns and five hundred and eighty men, commanded by M. de Perrier; the

Constant, of sixty guns and four hundred and eighty men, commanded by M. Conflans; and the Venus, of twenty-six guns and two hundred and fifty men, commanded by M. de Dacher. The Northumberland sustained this very unequal combat for three hours, with great firmness and spirit, till unfortunately captain Watson was mortally wounded: she then struck her colours by order of the master, for which he was afterwards sentenced by a court-martial to perpetual imprisonment*. The French ships lost one hundred and thirty men in the engagement, and their rigging was so shattered, that they intended to sheer off as soon as it was dark. They carried the Northumberland into Brest in great triumph, where captain Watson soon after died. The Sea-ford, captain Pie, and the Solebay, captain Bury, both new twenty gun ships, also the Grampus sloop, captain Bret, were likewise taken by part of the Brest Squadron, in the course of this year.

On the 23d of June was a grand promotion in the navy, when Nicholas Haddock, Esq; and Sir Chaloner Ogle, were appointed admirals of the blue; James Steuart, Esq; and Sir Charles Hardy, vice-admirals of the red; Thomas Davers, Esq; and the honourable George Clinton, Esq; vice-admirals of the white; William Rowley, Esq; and William Martin, Esq; vice-admirals of the blue; Isaac Townshend, Esq; rear-admiral of the red; Henry Medley, rear-admiral of the white; George Anson, Esq; rear-admiral of the blue.—The three last in the room of the admirals Vernon, Lestock, and the earl of Granard.

On the 11th day of September admiral Matthews resigned his command in the Mediterranean to vice-

* It is worthy of remarking, what a striking contrast is here exhibited to the conduct of Mr. Richard Leake, when in similar circumstances. See the particulars, Vol. III. p. 462.

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admiral Rowley off Genoa, and repairing to England by land, arrived in London on the 30th, when he was immediately acquainted by the secretary of the admiralty, with the orders his majesty had sent to the board for a court-martial to be held, in order to enquire into the conduct of vice-admiral Lestock*.

During the winter of the year 1744, another revolution in the ministry took place. Lord Carteret, who had obtained the title of earl of Granville, had entirely forfeited his popularity; and the duke of Newcastle, and his brother Mr. Pelham, being very powerful from their parliamentary interest, engaged in a political alliance with the leading men in the opposition, against the prime minister and his measures. To this coalition was given the epithet of the Broad Bottom, as if it had been established on a constitutional foundation, comprehending individuals of every class, without distinction of party. The earl of Granville perceiving it impossible for him to withstand such an opposition in parliament, resigned his employments; and the earl of Harrington succeeded him as a secretary of state. The earl of Chesterfield was declared lord-lieutenant of Ireland; the lords Gower and Cobham were re-established in the offices they had resigned; and Mr. Lyttelton was appointed a commissioner of the treasury.

A new board of admiralty was likewise appointed, consisting of the duke of Bedford, lord Sandwich, lord Archibald Hamilton, lord Vere Beauclerk, lord Baltimore, George Anson, and George Grenville, Esqrs.

* On the 31st day of October the first distribution of prize money to the officers and crew of the Centurion was made, when the proportion for the common sailors was 39ol. 1s. per man.

The parliament met on the 28th day of November, when the house of commons with great unanimity granted near six millions and a half for the service of the year 1745, for the raising of which, the produce of the land, the malt, and the salt taxes was applied; a sum was drawn from the sinking fund, and an additional duty was laid on wines. These necessary provisions being made, the miscarriage of the British fleet in the action off Toulon, became the subject of parliamentary enquiry. In the month of March a motion was made, "that that house would, in a grand committee of the whole house, enquire into the cause of the miscarriage of the attack made in the Mediterranean, on the joint fleets of Spain and France by the British fleet, which was superior in number of ships to them both." This motion was unanimously agreed to, and Mr. Cornwall, brother to the late commander of the Marlborough, was appointed chairman of the committee.

By this time Lestock had in his turn accused Matthews, and all the captains of his division who had misbehaved in the day of battle. After examining a great variety of evidence at the bar, Lestock, who had been permitted to be present the whole time, was heard at the bar in his own defence, and after him Matthews was heard in his place as a member of the house.

Vice-admiral Lestock rested his defence on his having adhered to the established rules prescribed to all inferior officers in the day of battle, and in short, did little more than recapitulate the substance of his answers to Matthews' queries, and the rejoinder which he made to that admiral whilst at Mahon; only he observed, that it had been insinuated against him that he held a correspondence with the enemy, a rumour that was never laid to his charge by admiral

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ral Matthews, however his enemies might have propagated it recently for want of sufficient matter of accusation: but this report was so ridiculous in itself, that he only thought proper to say, he was never on shore but once while the fleet lay at Hieres, and that was with the leave of admiral Matthews, in order to meet a French officer, who had taken him prisoner in the late war, and had treated him with great civility; at which time admiral Rowley and captain Martin bore him company all the while they conversed together. After remarking on the evidence in vindication of his own conduct, he attributed the whole blame of this unsuccessful engagement, to the impetuosity, temerity, and imprudence of admiral Matthews, who he affirmed hastily fought at such a disadvantage, as endangered the whole fleet entrusted to his command; and afterwards, by a quite contrary conduct, suffered the confederate squadrons to escape by calling him off the chace the third day after the action.

The house came to several resolutions, upon which to found a more exact enquiry, namely, that the British fleet at the time of the engagement, was superior in force to the combined fleet of France and Spain; that the miscarriage in that action reflected on the honour of his majesty's arms, and was highly detrimental to the common cause, and to the interest of the British nation; that there was reason to apprehend, from the evidence laid before the committee, that this miscarriage was owing to a misconduct and misbehaviour in some of the commanders and officers of the British fleet. And accordingly on the 8th of April 1745, the commons, with their speaker, waited on his majesty with an address, that he would be pleased to order a court-martial to examine into this affair fully.

In compliance with which address, his majesty directed the lords of the admiralty to appoint the proper

proper officers for holding a court-martial for this purpose, which was opened on the 23d of September, on board his majesty's ship the London at Chatham, and consisted of the following members, Sir Chaloner Ogle president, rear-admiral Mayne, commodore Smith, the captains Parry, Wyndham, Chambers, Renton, Allen, Francklyn, Sir William Hewitt, Coleby, Layton, Hamer, Sir Charles Molloy, Geary, Callis, Rodney, Erskine, Pittman, Elliot, Spragg, Swanton, Stewart, and Orme.

Captain Burrish of the Dorsetshire was first brought to his trial, the charge against him consisted of five articles. (1) For not engaging within point-blank; withdrawing from the battle, and out of his proper station in the line. (2) For not bearing down and engaging in his station, notwithstanding admiral Matthews sent him two several orders so to do; in reply to which orders the captain pleaded, that he had no powder filled, although an engagement had been expected for several preceding days. (3) For firing when he was out of reach of the enemy upon a point-blank, contrary to his instructions and his duty. (4) For not assisting and relieving the Marlborough, (though the next ship to her and capable of giving her assistance) agreeable to his instructions, and two several orders sent to him by lieutenant Bently from admiral Matthews. (5) For not covering and conducting the fire-ship, whereby she blew up, without doing execution; notwithstanding her deceased captain hailed him, and requested assistance from him. On the 9th of October sentence was pronounced, after having heard a great number of witnesses both for the prosecution and the prisoner. It declared, "that by reason of captain Burrish lying inactive for half an hour, when he might have assisted the Marlborough, and that he was not in a line with the admiral when he

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first brought to; he is guilty of part of the charge exhibited against him, as he did not do his utmost to burn, sink, or destroy the enemy; nor give the proper assistance to the Marlborough, till after the message he received from the admiral; and that he is guilty of the 12th and 13th articles of the fighting instructions: and therefore the court adjudged him to be cashiered, and forever rendered incapable of being an officer in his majesty's navy.

The court agreed that captain Williams of the Royal Oak failed in his duty, by not being in a line with the admiral, and by continuing to windward of the line, during the greatest part of the engagement, and not within a distance to do proper execution, during the greatest part of the time he was engaged; but in regard to his long services, and his eyesight being very defective, and other favourable considerations, the court were unanimously of opinion that all this greatly weighed in mitigation of the punishment otherwise due, and therefore only adjudged him as unfit to be employed any more at sea; but recommend him to the lords of the admiralty to be continued on the half pay according to his seniority.

Captain Ambrosse of the Rupert was declared to have had it in his power to have engaged closer than he did; but in regard that both before and since the action he had borne the character of a vigilant officer, and that his failure in the action seemed to have arisen from a mistake in judgment, the court only adjudged him to be cashiered during his majesty's pleasure, and mulcted one year's pay for the use of the chest at Chatham.

A considerable space of time intervened between the trials of the captains and of the two admirals, so that those proceedings properly come among the transactions of the next year, we shall therefore now go back to the opening of the year 1745.

The death of the unhappy emperor Charles VII. which happened in January 1745, gave an entire change to the face of affairs in the empire. The grand duke of Tuscany, consort to her Hungarian majesty, being instantly declared a candidate for the Imperial crown, his pretensions were warmly opposed by the French king and his allies. The court of Vienna taking advantage of the late emperor's death, sent an army to invade Bavaria, in the month of March, under general Bathiani, who routed the French and Palatine troops at Pfiffenhoven, took possession of Rain, surrounded and disarmed six thousand Hessians in the neighbourhood of Ingolstadt, and drove the Bavarians out of that electorate; while the young elector was obliged to abandon his capital and retire to Augsburg. In this emergency, he consented to become reconciled to the court of Vienna; and concluded a treaty with the queen, in which she consented to acknowledge, that his father had possessed the Imperial dignity, and that his mother was empress dowager; and to restore his dominions, with all the forces, artillery, stores, and ammunition, which she had taken from his father and him: on the other hand, he became guarantee of the pragmatic sanction, and engaged to give his vote for her husband, the grand duke of Tuscany, at the ensuing election of a king of the Romans. In the mean time, he dismissed the auxiliaries that were in his pay; and they were permitted to retire without molestation.

By the emperor's death, the cause of contest which had been between the powers of Europe was removed, nevertheless the war was continued.

The French had assembled a formidable army of one hundred and twenty thousand men in the Netherlands; the chief command of which was given to count Saxe. This general was originally a soldier

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of fortune, and natural son to Augustus king of Poland, by the famous countess of Koningsmark. He had been bred from his youth in camps, and had shewn the most early instances of cool intrepidity. He, in the beginning of the war, had offered his service to several crowns, and, among the rest, it is said, to that of England; but his offers were rejected. He was possessed of great military talents; and, by long habit, preserved an equal composure in the midst of battle, as in a drawing-room at court. On the other side, the allied forces, consisting of English, Hanoverians, Dutch, and Austrians, did not amount to above seventy thousand. They were commanded by the duke of Cumberland, who was assisted by the advice of count Konigsfeg, an Austrian general of great experience. The prince of Waldec commanded the Dutch forces. These were incapable of withstanding such a superior force, and commanded by such a general. The French had besieged and took Fribourg, before they went into winter quarters; and early this campaign they invested the city of Tournay. The allies were resolved to prevent the loss of this city by a battle; for which purpose they marched towards the enemy, and took post in sight of the French, who were incamped on an eminence; the village of Antoine on the right, a wood on their left, and the town of Fontenoy before them. This advantageous situation did not repress the ardour of the English; on the 13th day of April the duke of Cumberland marched to the attack at two o'clock in the morning. The British infantry pressed forward, bore down all opposition, and, for near an hour, were victorious. Marshal Saxe was at that time sick of the same disorder of which he afterwards died. He visited all the posts in a litter, and saw, notwithstanding all appearances, that the day was his own. The Eng-

lish column, without command, by a mere mechanical courage, had advanced upon the enemies lines, which formed an avenue on each side to receive them. The French artillery began to play upon this forlorn body; and, though they continued a long time unshaken, they were obliged to retreat about three o'clock in the afternoon. This was one of the most bloody battles that had been fought this age; the allies left upon the field near twelve thousand slain; and the French bought their victory with near an equal number.

This blow, by which Tournay was taken, gave the French a manifest superiority all the rest of the campaign, which they did not forego during the continuance of the war.

It was in her naval expeditions that Great Britain triumphed during the year 1745. The island of Cape Breton had been confirmed to France by the peace of Utrecht. The English nation was very averse to permitting the French to people and fortify that possession, but the moderation of queen Anne, or perhaps the corruption of her ministers, prevented that kingdom from being exposed to this additional mortification, and she was authorized to make what alterations she thought proper at Cape Breton*. The cod-fishery carried on in those parts was the source of an advantageous commerce, which employed annually above five hundred vessels belonging to Bayonne, St. Jean de Luz, Havre de Grace, and other towns in France; these ships also brought home at least three thousand tons of oil, proper for a variety of manufactures: it was a nursery for sailors; and this commerce, joined to that of cod-fishery, employed ten thousand seamen, and circulated ten millions of livres†, or near half a million sterling.

* Abbé Raynal.

† Voltaire.

This island is situated at the entrance of the gulph of St. Lawrence, between the 45th and 47th degrees of north latitude. Newfoundland lies to the east, on the same gulph, and is only fifteen or sixteen leagues distant from it; and to the west, Acadia, or Nova Scotia, is only separated from the island by a strait, not more than three or four leagues over. Cape Breton, thus situated between the territories ceded to its enemies, threatened their possessions, while it protected those of France. The island measures about thirty-six leagues in length, and twenty-two in its greatest breadth. It is surrounded with little sharp-pointed rocks, separated from each other by the waves, above which some of their tops are visible. All its harbours open to the east, turning towards the south. On the other parts of the coast there are but a few anchoring-places for small vessels, in creeks, or between islets. Except in the hilly parts, the surface of the country has but little solidity, being every where covered with a light moss, and with water. The dampness of the soil is exhaled in fogs, without rendering the air unwholesome. In other respects, the climate is very cold, owing either to the prodigious quantity of lakes, which cover above half the island, and remain frozen a long time, or to the number of forests, that totally intercept the rays of the sun; the effect of which is besides decreased by perpetual clouds.

Though some fishermen had long resorted to Cape Breton every summer, not more than twenty or thirty had ever fixed there. The French, who took possession of it in August 1713, were properly the first inhabitants. They changed its name into that of Isle Royale, and fixed upon fort Dauphin for their principal settlement. This harbour was two leagues in circumference. The ships which came to the very shore, were sheltered from winds. Forests af-
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fording oak sufficient to build and fortify a large city, were near at hand; the ground appeared less barren than in other parts, and the fishery was more plentiful. This harbour might have been made impregnable at a trifling expence, but the difficulty of approaching it, (a circumstance that had at first made a stronger impression than the advantages resulting from it) occasioned it to be abandoned after great labour had been bestowed upon it. They then turned their views to Louisbourg, the access to which was easier, and convenience was thus preferred to security.

The harbour of Louisbourg, situated on the eastern coast of the island, is at least a league in depth, and above a quarter of a league broad in the narrowest part. Its bottom is good, the soundings are usually from six to ten fathom, and it is easy to tack about in it either to sail in or out even in bad weather. It includes a small gulph, very commodious for refitting ships of all sizes, which may even winter there, with proper precautions. The only inconvenience attending this excellent harbour is, that it is frozen up from November till May, and frequently continues so till June. The entrance, which is naturally narrow, is also guarded by Goat Island; the cannon of which playing upon a level with the surface of the water, would sink ships of any size, that should attempt to force the passage. The batteries, one of thirty-six, the other of twelve twenty-four pounders, erected on the two opposite shores, would support and cross this formidable fire.

The town is built on a neck of land that runs into the sea, and is about half a league in circuit; the streets are broad and regular. Almost all the houses are made of wood. Those that are of stone, were constructed at the expence of the government, and
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are destined for the reception of the troops. A number of wharfs have been erected, that project a considerable way into the harbour, and are extremely convenient for loading and unloading the ships.

The fortification of Louisbourg was only begun in 1720. This undertaking was executed upon very good plans, and is supplied with all the works that can render a place formidable. A space of about a hundred toises only, was left without ramparts on the side next the sea, which was thought sufficiently defended by its situation. It was closed only with a simple dyke. The sea was so shallow in this place, that it made a kind of narrow canal, inaccessible from the number of its reefs to any shipping whatever. The fire from the side bastions completely secured this spot from any attack.

The necessity of bringing stone from Europe, and other materials proper for these great works, sometimes retarded their progress, but never made them be discontinued. More than thirty millions* were expended upon them. This was not thought too great a sum for the support of the fisheries, for securing the communication between France and Canada, and for obtaining a security or retreat to ships in time of war coming from the southern islands. Nature and sound policy required that the riches of the New World should be protected by the strength of the Old.

The plan for reducing this fortress was planned at Boston in New England, recommended by their general assembly, and approved by the British cabinet. Instructions were sent from the board of admiralty to commodore Warren, who commanded in the Leeward Islands, to sail for the northern parts

* 1,312,500*l*.

of America, and co-operate with the naval forces of New England in this expedition. Meanwhile a lottery had been set on foot in America, which furnished the means of raising a small army of four thousand volunteers, which was accoutred and provided with transports at the sole expence of the colony. The command of these troops was entrusted to Mr. Pepperil, a trader of Piscataway, whose influence was extensive in that country; notwithstanding he was a man bred to trade, with a very confined education, and unacquainted with military operations.

In April Mr. Warren arrived at Canso in Nova Scotia with the *Superbe*, of sixty guns, the *Lanceston*, *Eltham*, and *Mermaid*, of forty guns each; here he found ten American privateers, and every thing in readiness for setting forward on the expedition.

On the 30th day of April they came to an anchor in Gabaron bay, about a league from Louisbourg. Here the troops were landed, without the loss of a single man, though captain Marpang was sent at the head of a detachment of one hundred men to prevent their landing; but the fire from the ships soon dispersed them, and drove them into the woods, which prevented them from returning to Louisbourg.

While the troops were making great advances towards the reduction of the place, the commodore cruised off the harbour, and had the good fortune to take the *Vigilante*, a new French man of war of sixty-four guns and five hundred and sixty men, commanded by the marquis de Maisontfort. She was laden with stores, a great number of battering cannon, one thousand half barrels of gunpowder, &c. the whole cargo valued at sixty thousand pounds. The commodore also took a large brigantine from France, laden with brandy and stores; two French

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ships and a snow were also taken by the Sunderland and Chester, one of which was a French frigate called the Deliverance, and came from the South Seas, richly laden. By these fortunate acquisitions, the French were deprived of all their expected succours, and the town soon reduced to the utmost necessity.

A disagreement subsisted between the French officers and their soldiers, which prevented the governor, M. de Chambon, from taking the most active and effectual measures for the defence of the place. Had he mustered his whole force, and fallen upon the New England troops whilst they were forming their camp and beginning to open their trenches, he would most probably have proved successful. Besiegers unacquainted with the principles of the art of war, were very likely to be disconcerted by regular and vigorous attacks. The first checks might have been sufficient to discourage them, and make them relinquish the undertaking; but such were the suspicions which the officers entertained of their men, that when they expressed an ardour to be led forth to action, they imputed it to a general design which the soldiers had formed of deserting, and that it was with such views alone that they were desirous of fallying out.

The Abbé Raynal informs us, that this disagreement took its rise from the following circumstance. The French soldiers had been employed for a considerable time, in repairing and strengthening the fortifications of Louisbourg; but after they had exerted themselves with singular spirit in this business, their officers, who had received from the French government full payment for the expences charged for these improvements, appropriated to themselves the whole money. The soldiers in vain asserted their right to a gratuity for their labour,

they could obtain no redress. Hereupon their indignation against these rapacious extortioners rose to such a height, that they despised all authority. They had lived in open rebellion for six months when the English appeared before the place; but no sooner was an enemy descried, than the soldiers expressed a readiness to forget the injuries they had received, and to unite with their officers in the common cause of all; but their commanders mistrusting a generosity of which they themselves were incapable, could not conceive it possible that the soldiers were actuated by such exalted sentiments as to sacrifice their own resentment to the good of their country; they therefore kept them in a manner prisoners in the town*.

While the American troops, re-enforced by eight hundred marines, carried on their approaches by land, the squadron blocked up the place by sea so effectually as to prevent all kind of succours being thrown in. A French ship of sixty-four guns, with a supply of ammunition and other necessaries for the garrison, fell into the hands of the English; soon after which the commodore was joined by the Canterbury and Sunderland, of sixty guns each, and the Chester, of fifty guns, and on the 11th of June arrived the Princess Mary, the Hector, and the Lark. Through the whole progress of the siege, commodore Warren gave the fullest proofs of vigilance, courage, and consummate skill. The engineers from the ships and the officers who commanded the marines, successfully conducted the operations of the siege, whilst the American troops cheerfully and bravely acted under their directions. The bombs which were thrown into the town having done great execution, and the governor seeing no

* Hist. Polit. liv. XVI.

possibility of receiving succours, sent a flag of truce to the British camp, and capitulated on the 17th day of June, when the city of Louisbourg and the island of Cape Breton were surrendered to his Britannic majesty. The English prescribed their own terms. The garrison and inhabitants engaged that they would not bear arms against Great Britain or her allies during twelve months, and the English undertook to transport them, being about two thousand people, to France; they were therefore soon after embarked in fourteen cartel ships, and transported to Rochfort, to the great surprize of the French, who saw an entire new colony left upon their strand by English ships.

The reduction of Louisbourg proved fatal to the French East-India Company. That body of merchants had undertaken to farm the fur trade of Canada, so that their ships often touched at Louisbourg. Soon after it fell into the hands of the English; two of those ships sailed into the harbour, ignorant of the fate which had befallen it: nor did the good fortune of the captors stop here; a large West-Indiaman, named the *Esperance*, which had been chased by privateers, having escaped them, sought an assylum in the harbour of Louisbourg, and there met the destiny it endeavoured to shun*.

The news of the conquest of this island being transmitted to England, Mr. Pepperel was created a knight-baronet, and addresses were presented to his majesty from different parts of the kingdom, congratulating him on the success of his arms.

"The possession of Cape Breton," says doctor Smollett, "was doubtless a valuable acquisition to Great Britain. It not only distressed the French in their fishery and navigation, but removed all fears

* Voltaire's age of Louis XV.

of an encroachment and rivalry from the English fishers on the banks of Newfoundland. It freed New England from the terrors of a dangerous neighbour; overawed the Indians of that country; and secured the possession of Acadia to the crown of Great Britain. The plan of this conquest was originally laid by Mr. Auchmuty, judge advocate of the court of admiralty in New England. He demonstrated that the reduction of Cape Breton would put the English in sole possession of the fishery of North America, which would annually return to Great Britain two millions sterling for the manufactures yearly shipped to the plantations; employ many thousand families that were otherwise unserviceable to the public; increase the shipping and mariners; extend navigation; cut off all communication between France and Canada by the river St. Laurence; so that Quebec would fall of course into the hands of the English, who might expel the French entirely from America, open a correspondence with the remote Indians, and render themselves masters of the profitable fur-trade, which was now engrossed by the enemy. The natives of New England acquired great reputation by the success of this enterprize. Britain, which had in some instances behaved as a step-mother to her own colonies, was now convinced of their importance; and treated those as brethren whom she had too long considered as aliens and rivals. Circumstanced as the nation is, the legislature cannot too tenderly cherish the interests of the British plantations in America. They are inhabited by a brave, hardy, industrious people, animated with an active spirit of commerce; inspired with a noble zeal for liberty and independence. The trade of Great Britain, clogged with heavy taxes and impositions, has for some time languished in many valuable branches.

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Vol. X

branches. The French have under-sold our cloths, and spoiled our markets in the Levant; Spain is no longer supplied as usual with the commodities of England; the exports to Germany must be considerably diminished by the misunderstanding between Great Britain and the house of Austria*; consequently her greatest resource must be in her communication with her own colonies, which consume her manufactures, and make immense returns in sugar, rum, tobacco, fish, timber, naval-stores, iron, furs, drugs, rice, and indico. The southern plantations likewise produce silk, and with due encouragement might furnish every thing that could be expected from the most fertile soil and the happiest climate. The continent of North America, if properly cultivated, will prove an inexhaustible fund of wealth and strength to Great Britain, and perhaps it may become the last assylum of British liberty, when the nation is enslaved by domestic despotism, or foreign dominion. When her substance is wasted, her spirit broken, and the laws and constitution are no more; then those colonies, sent off by our fathers, may receive and entertain their sons as hapless exiles and ruined refugees."†

A privateer called the Prince Frederick, about this time, had the good fortune to take two prizes, the value of which surpassed all the treasure brought home by commodore Anson. Captain James Talbot, who commanded this fortunate cruiser, sailed from Cowes the second day of June, in company with the Duke and Prince George, of which little squadron he was commodore. Five days after they had got to sea, the Prince George, in chasing a sail which appeared in sight, overset

* This was written during the late war.
Vol. XI. p. 209.

† History of England,

and

and no more than twenty of those on board could be saved, one hundred and fourteen persons perishing. Captain Talbot proceeded with his two ships to the Western Islands, and on the 10th day of July, at six in the morning, three sail were descried bearing westward. In about an hour they were plainly discerned to be French ships, and as they shewed no disposition to avoid an action, a warm engagement began. The duke bore to windward, and wasted her fire to little purpose against one of the enemies ships. The Prince Frederick more judiciously bore down within pistol-shot of one of them, when a warm fire was maintained for three hours. The French captain proposed to his people to blow up the ship rather than surrender her; but he being mortally wounded the colours were struck. Whilst the Prince Frederick was thus engaged with one of the Frenchmen, the third, which was the largest, attacked her on her off-bow, and put her between two fires. As soon as the first had struck, Captain Talbot directed all his force against the other, who, notwithstanding the loss of her associate, fought it out with great bravery for a considerable time longer. It was not until the captain had received a wound that obliged him to quit the deck that her colours were struck. The whole day had been employed in this desperate service, in all which time the duke had not been able to master the smallest of the three ships which fell to her share; and when night approached, the Frenchman crowding sail to get away, she quitted him to assist the Prince Frederick, who had then got possession of her two prizes. The brave captain Talbot all this time imagined he had been engaging two Martinico-men but when their officers were brought on board the Prince Frederick he was most agreeably surpris'd to find that they were freighted with

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with treasure from Callao in Peru, which had been put on board these French ships to be transported to Europe with greater safety, as war had not been declared between France and England when those ships sailed. They were called the *Marquess d'Antin*, burden four hundred and fifty tons, and twenty-four guns, captain Magon Serpere, and the *El Lewis Herasma*, five hundred tons, twenty-eight guns, captain Pedro Luvigne Luenel, and the one that escaped was called *Notre Dame de Libérance*, of three hundred tons, and eighteen guns, captain Pedro Litan. On board the *Prince Frederic* five men were killed and twenty-five wounded. In the engagement a youth named Masterfon, who had sailed with commodore Anson round the world, greatly distinguished himself, and by his conduct contributed much to the success of the day. It was with difficulty the French ships could be brought into port, having suffered so much in the action that they were obliged to be towed for three weeks, until they reached the harbour of Kinsale. They had been out four years, and were supposed to have a million sterling on board in gold and silver, besides eight hundred tons of cocoa. A Spaniard who had been governor of Peru was on board one of these ships, besides many French and Spaniards of great distinction. Such was the generosity of the privateer's people, that they took none of the rings, watches, money, or other valuable effects which the passengers had about their persons; and when they put the common men ashore, they distributed to each man twenty guineas. When the wealth of these ships was divided, each sailor of the two privateers had eight hundred and fifty guineas for his share; the two captains had each three thousand five hundred guineas, and the remainder was divided among the owners of the privateers, after it had been transported in triumph

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from Bristol to London in forty-three waggons. Another circumstance, well worthy of relating before we dismiss this memorable event, is, that many of those who shared this prize-money made a voluntary tender of it to his majesty, to enable him to support the war; this offer was accepted, and the proprietors received interest thereon.

Commodore Barnet on the 5th day of May, 1744, had sailed from Portsmouth with four men of war* for the East-Indies, in consequence of an application which had been made by the East-India directors to the lords of the admiralty. The commodore having doubled the Cape of Good Hope, touched at the island of Madagascar to take in water. Here the squadron separated; commodore Barnet in the *Deptford*, and lord Northesk in the *Preston*, steered their course for the straits of Sunda, while captain Penton in the *Medway*, and captain Moore in the *Diamond*, took a more northern course, designing to cruise in the straits of Malacca. The general rendezvous was appointed at Batavia. As by one or other of these channels all ships from China enter the great Indian Ocean; they expected to make themselves masters of the French ships which were homeward bound from thence, and which were provided with no other convoy than a fifty gun ship. On the 25th day of January, 1744-5, three sail appeared in sight of commodore Barnet's division, soon after his arrival at the destined spot. The commodore and lord Northesk had so effectually disguised their ships by painting and rigging them in the Dutch manner, that the French came within musket-shot, not doubting but that they were Dutchmen, till the commodore and lord Nor-

The <i>Deptford</i>	—	—	Guns. 60		The <i>Preston</i>	—	Guns. 50
— <i>Medway</i>	—	—	60		— <i>Diamond</i>	—	20

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these struck the Dutch, and hoisted English colours; but the French were ready to fire as soon as the commodore. The French ships were laden from Canton for Europe, being about seven hundred tons, with thirty guns and one hundred and fifty men each, richly laden with tea, china-ware, and silk. Commodore Barret gave the French commodore a broad-side, which he and his consorts returned, and a sharp engagement ensued. At the beginning of the action lord Northesk was ordered to board one of the Chinamen; but some of the first shot from the French cut the tiller ropes of both the men of war, as they were sheering on board, by which accident the opportunity was lost, and commodore Barret, fearing some of the French would escape, soon prevented them. The Preston was not long in getting into her station; and in about three glasses, after a gallant resistance, the three Frenchmen struck, when the commodore took possession of the prizes, and brought the French captains and supercargoes on board the Deptford; where he was informed by the supercargoes, that the lading of each ship would have been worth above one hundred thousand pounds sterling in France*.

The Medway and Diamond had also been disguised like Dutchmen, and in their way to the Malacca straits, called at Achem, where they found a French privateer, which had been fitted out, and sent from Pondicherry to cruize in the China seas. They carried her with them through the straits, and in their passage took a French ship from Manilla, with seventy-two chests of dollars on board, containing three thousand each, with two chests of gold worth thirty thousand pounds. Afterwards they

* Commodore Barret's letter to Mr. Corbet.

proceeded with their prizes to the straits of Banca, where waiting in expectation of the French ships from Canton, they saw the Calmar, a Swedish Indiaman, on board of which was an English officer with intelligence to the lords of the admiralty of the commodore's success; upon which the Medway and Diamond resolved to go to their rendezvous at Batavia, where the whole squadron soon after joined.

In the West-Indies commodore Warren having taken so large a force for the northern expedition, the islands became very much exposed to the attack of an enemy, Sir Chaloner Ogle having returned to England the beginning of the year, with six men of war. Therefore, for the security of these settlements, vice-admiral Townsend, who was then in the Mediterranean, was ordered to proceed with a squadron of eight ships* to the West-Indies. He sailed from Gibraltar on the 2d day of August, and arrived before Martinico on the 3d day of October, where he was joined by the Pembroke, of sixty guns, and the Woolwich, of fifty.

The island of Martinico had been long in great want of provisions and stores; but the French had lately sent commodore Macnamara from Rochfort with seven men of war to convoy two hundred sail of ships, laden with merchandise and provisions. Admiral Townshend, expecting the arrival of this fleet, waited till the thirty-first of October, when about seven in the morning he discovered forty sail, being the French commodore, with four ships of his squadron and part of his convoy, coming round the south point of Martinico, and close under

		Guns.			Guns.
* Lenox	—	70	Argyle	—	50
Dreadnought	—	60	Severne	—	50
Worcester	—	60	Gibraltar	—	20
Kingston	—	60	And the Comet bomb ketch.		
Hampshire	—	50			

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the land. Upon this the British squadron stood towards them, and formed a line of battle. But the vice-admiral perceiving that the French commodore endeavoured to avoid coming to an engagement, he ordered a general chace, and pursued the French with all possible expedition, which succeeded so well that several of the French ships were driven to leeward, and taken by the English. In the mean time vice-admiral Townshend pursued the French men of war, and one of them called the Ruby, of sixty guns, carrying away her main-top-mast, the Lenox got near enough to exchange some broad-sides, and soon forced her a-shore in a sandy bay, under a fortification on the south side of the island. The commodore, in the Magnanime, of eighty guns, got, with great difficulty, under the cannon of Fort Royal, and a battery of forty guns on the opposite shore; but in the hurry and confusion ran a-ground, where the ship received considerable damage. Vice-admiral Townshend spent the remainder of this, and the three following days, in cutting out, burning, and destroying the merchant ships, of which fifteen were taken, three burnt, and several bulged on the rocks, the first day of the pursuit; and upon the whole, above thirty sail of the French were either taken, sunk, burnt, or destroyed.

After this the English admiral put into Prince Rupert's bay in the island of Dominico, about nine leagues north of Martinico, and from thence sailed to Antigua, where he continued till the ninth of November; when he returned to Martinico, and so closely blocked up that island, that the inhabitants were reduced to the greatest distress for want of provisions.

A fleet of men of war under the command of admiral Martin, cruised in the bay of Biscay

to watch the motions of the French fleet in the harbour of Brest. Rear-admiral Medley sailed from Spithead with seven men of war, having the outward bound East-Indiamen, and a great number of merchantmen under his convoy to a certain latitude, he was then to proceed to the Mediterranean to re-enforce admiral Rowley. A violent storm overtook this large fleet on the 26th day of February in Torbay, did considerable damage to many of the merchantmen, and obliged them to put back to refit; the admiral arrived with his men of war at Minorca on the 10th day of April. Soon after the commander in chief proceeded to sea with twenty-four sail of the line, and steering for Carthage, there blocked up the Spanish fleet, by which great advantages were derived to the allies: for the Spaniards were prevented from transporting troops from Italy, or joining the French fleet. The republic of Genoa having openly declared for the French and Spaniards, and joined their army with a large body of troops; the English admiral detached a part of his fleet, under the command of commodore Cooper, which seized and confiscated all the Genoese ships that came in their way; he also bombarded several of their towns situated on the coast, particularly St. Remo, which was laid in ruins. The commodore then proceeded to Bastia, the capital of Corsica, where a considerable body of male-contents were in arms, under the marquis Rivola. The English fleet cannonaded and bombarded the city and castle with great fury, so that at length the marquis de Mari who commanded in the place, and had a garrison of six hundred men, was obliged to abandon the castle, and retire to Calvi, whether he expected to be followed by the exasperated Corsicans, who before the close of the year obliged the Genoese to surrender the castle of San Florenzo, and the tower of Mortella.

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The English cruisers and privateers in the year 1745, were very successful. Besides the valuable prizes already spoken of, captain Ambrose, of the Rupert, in company with the Guernsey, captain Cornish, in their way from Gibraltar to Lisbon, on the 19th day of January, fell in with a Spanish register ship, called the Maria Fortune, of three hundred and fifty tons, sixteen guns, and sixty-four men and passengers, among whom was the governor of Paraguay. She was bound from Cadiz to Buenos Ayres, and had been only two days at sea, and was under convoy of six French men of war, commanded by M. de Caylus, but when taken was separated from them by the haziness of the weather. Her cargo cost above one hundred thousand pounds at Cadiz *. A French ship of three hundred and twenty tons, twenty-four guns, and one hundred and twenty men, bound from the Havannah to Cadiz, having sixty thousand pieces of eight, some chests of gold dust, and other rich merchandize on board, taken by the Flamborough man of war, which also took a Spanish register ship worth fifty thousand pounds: the Conception a French ship of four hundred tons, twenty guns, and three hundred twenty-six men, bound from Carthagena to the Havanna, on board of which were eight hundred serons of cacao, and in each a bar of gold, sixty-eight chests of silver coin, containing three hundred and ten thousand pieces of eight, wrought plate of an equal value, a complete set of church plate, a large quantity of gold buckles and snuff-boxes, a curious two wheeled chaise of silver, the wheels, axle-tree, and other parts of the same metal, a large quantity of pearls, diamonds, and other precious stones, and above six hundred pounds weight

* London Gazette,

of gold, the whole valued at two hundred thousand pounds, taken by the *Rose* man of war.

Having now gone over the naval transactions of the year 1745, it will be necessary to speak of an event that shook Great Britain to its centre. The state of the nation at this time was such, as encouraged the court of France to attempt the creating domestic commotions by means of the exiled descendants of the Stuart line. King George was in Germany, not more than 8000 troops were at that time at home; Scotland was left without defence. Prince Charles-Edward, eldest son of him whom they stiled the pretender, or the Chevalier St. George, encouraged by the advice and assurances of cardinal Tencin, resolved upon the desperate measure of passing over into Scotland, there publicly to lay claim to the British crown. It had been the wish of the abdicated monarch James II. to return to England even without attendants; thereby hoping to excite general compassion among those whom he could not subject by authority. His son adopted a similar sentiment, and would willingly have landed in Scotland with not more than a dozen followers in the year 1708.* Charles-Edward Stuart possessed the same enterprising spirit. The malecontents in England, had assured him of the general discontent which prevailed in the kingdom, and that numbers would flock to his standard as soon as it should be erected on British ground. The court of France also gave him positive assurances of effectual support. Notwithstanding these assurances, nothing could be more plain than that insurmountable obstacles lay in the way of his ambition. The union which had made England and Scotland one kingdom, had now subsisted long enough to prove the essential benefits derived to both countries,

* See Vol. III. p. 245.

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thereby commerce had spread her benign influence over each division of the island. An extended empire, vast fleets, and thriving manufactures, were the consequences of that accumulated strength obtained by the union. The prosperous state of Scotland at this time, was sufficient to silence such cavilers, as even no proofs were strong enough to satisfy. Besides, near sixty years had now elapsed since the Scotch had changed their hereditary sovereign for an elective monarch; during that time their detestation of the tenets of popery had weakened their attachment to the house of Stuart. But the youthful Charles saw not the force of these alterations in the condition and temper of the kingdoms. His education and pursuits had tended little to qualify him for the arduous enterprize in which he was about to embark. He is said to have imparted his design to only seven officers, all of whom were natives either of Scotland or Ireland. Among these were the marquis of Tullabardine, brother to the duke of Athol, Sir Thomas Sheridan, Macdonald, appointed quarter-master to an army which was not then raised, and other needy and desperate adventurers. A merchant at Nantes, of Irish extraction, furnished him with a vessel mounting eighteen guns, on board of which he and his adherents embarked on the 23d day of June, 1745. He had with him arms for about eighteen hundred men, and two thousand pounds in money. He was joined off Belle-Isle by a French man of war of sixty six guns, named the Elizabeth, which was designed to convoy him round Ireland, and land him in the western part of Scotland. They had not been many days at sea, when they fell in with an English man of war of fifty-eight guns, she was called the Lion, and commanded by captain Brett. The frigate made two attempts to rake the Lion, whilst

whilst engaged with the Elizabeth, but was soon beat off by her stern chase guns; after which she proceeded to her destination without meeting with any farther annoyance.

Mean while, the two men of war continued an obstinate fight from five o'clock in the afternoon until ten at night, at which time the Lion's rigging was cut to pieces, and all her masts either shot away or greatly damaged, which gave the French ship an opportunity to sheer off, and in less than an hour she was out of sight, but was so much damaged as to reach the harbour of Brest with great difficulty. The Lion had forty-five of her men killed, and one hundred and seven wounded, seven of whom died soon after.

But to return to the adventurous Charles-Edward. He landed on the coast of Lochabar, on the 27th day of July, and was, in a little time, joined by some chiefs of the Highland clans, and their vassals. These chiefs had, almost from time immemorial, exercised an hereditary jurisdiction over all their tenants. The power of life and death vested in the lords of the feif or manor, by virtue of the old feudal constitution. The same kind of tenure, though stripped of some of its most offensive appendages, had been introduced into England by William the Norman, and had subsisted there, only undergoing many salutary innovations, until the reign of Charles II. when it was totally abolished. But the ancient customs, which ferociousness and barbarism had introduced into Scotland, had been confirmed to the Scotch lairds at the time of the union. From hence, a chief had the power of commanding all his vassals, and immediate death was the consequence of their disobedience. By means of these chiefs, therefore, the young adventurer soon saw himself at the head of

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fifteen hundred men; and invited others to join him by his manifestoes, which were dispersed throughout all the Highlands.

The regency was no sooner confirmed of the truth of his arrival, which, at first, they could scarcely be induced to believe, than Sir John Cope was ordered to oppose his progress. In the mean time, the son of the pretender marched to Perth, where the unnecessary ceremony was performed of proclaiming the Chevalier de St. George, his father, king of Great Britain. The rebel army, descending from the mountains, seemed to gather as it went. They advanced towards Edinburgh, which they entered without opposition. Here too the pageantry of proclamation was performed, August 17, and in a manifesto then published, it was promised to dissolve the union, and redress the grievances of the country. But, though Charles was master of the capital, yet the citadel, which goes by the name of the castle, a strong fortress built upon a rock, and commanded by general Gueff, braved all his attempts. In the mean time, Sir John Cope, who had pursued them to the Highlands, but declined meeting them in their descent, being now reinforced by two regiments of dragoons, resolved to march towards Edinburgh, and give them battle. The young adventurer, unwilling to give him time to retreat, attacked him near Preston-pans, about twelve miles from the capital, and in a few minutes, put him and his troops totally to the route. This victory, in which the king lost about five hundred men, gave the rebels great influence; and, had the pretender taken advantage of the general consternation, and marched towards England, the consequence might have been dangerous to the safety of the state; but he spent the time at Edinburgh, seeming to enjoy the useless parade of royalty,

pleased at being addressed and treated as the son of a king. By this time, he was joined by the earl of Kilmarnock, the lords Elcho, Balmerino, Ogilvy, Pittligo, and the eldest son of the lord Lovat. This lord Lovat had, upon a former occasion, been entrusted by the old pretender, and betrayed him by taking possession of the castle of Stirling for king George. He was a nobleman, true to neither party, having again departed from his attachment to the house of Hanover, and, in secret, aided the young chevalier; studious only for his own interest, he exerted all the arts of low cunning, to appear an open enemy to the rebellion, yet to give it secret assistance.

While the young pretender thus trifled away the time at Edinburgh, (for all delays in dangerous enterprizes are even worse than defeats) the ministry of Great Britain took every possible measure to counteract his intentions. Six thousand Dutch troops that had come over to the assistance of the crown, were sent northward, under the command of general Wade. These troops had composed the garrisons of Tournay and Dendermond, and when they capitulated, it was made an article of the convention, that they should not serve against France during eighteen months from that time. Their marching to suppress an insurrection of Scotch Highlanders was no infraction of the treaty. Whilst the impetuosity of these invaders procured them a degree of success much beyond what might have been reasonably expected, France furnished only a very small supply of men and money; these were sent by the way of the German ocean, to the east of Scotland. Lord Drummond, brother to the Duke of Perth, an officer in the French service, arriving at Montrose with some piquets, and three companies of the Scotch regiment, made a declaration, "that he came by order of the king of France, to succour

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his ally the prince of Wales, regent of Scotland, and to make war against the king of England, elector of Hanover." The Hollanders, who by their capitulation could not serve against the French king, were hereupon obliged to remain neuter, and were therefore sent back to Holland, and six thousand Hessians were brought over to supply their place. The duke of Cumberland soon after arrived from Flanders, and was followed by another detachment of dragoons and infantry; volunteers in different parts of the kingdom employed themselves in the exercise of arms; and every county exerted a generous spirit of indignation, both against the ambition, the religion, and the allies of the young adventurer.

Notwithstanding these preparations to crush him, Charles went forward with vigour, and resolved to make an eruption into England, which he entered by the west. On the sixth day of November, Carlisle was invested, and, in less than three days, it surrendered. Here he found a considerable quantity of arms, and was declared regent of Great Britain. General Wade being apprized of his progress, advanced across the country from the opposite shore; but, receiving intelligence that the enemy were two days march before him, he retired to his former station. The young pretender now resolved to proceed, having received assurances from France, that a considerable body of troops would be landed on the southern coast of Britain, to make a diversion in his favour; and, flattered with the hopes of being joined by a large body of English malecontents, as soon as he should make his appearance among them. Leaving therefore a small garrison in Carlisle, which he should rather have left defenceless, he advanced to Penrith, marching on foot in an Highland garb, and continued his ir-

ruption till he came to Manchester, where he established his head-quarters. He was here joined by about two hundred Englishmen, who were formed into a regiment, under the command of colonel Townley. From thence he prosecuted his route to Derby, intending to go by the way of Chester into Wales, where he hoped for a great number of adherents. He was, by this time, advanced within an hundred and twenty-six miles of the capital, which was filled with terror and confusion. The king resolved to take the field in person. The volunteers of the city were incorporated into a regiment. The practitioners of the law agreed to take the field, with the judges at their head. Even the managers of the theatres offered to raise a body of their dependants for the service of their country. Yet these combinations only served as instances of the national terror; for the trading part of the city, and those concerned in the money corporations were overwhelmed with dejection. They could hope for little safety in the courage or discipline of a militia, especially as they, every hour, dreaded an invasion from France, and an insurrection of the Roman catholics, and other friends to the expelled family.

Admiral Vernon on the first notice being received of the descent in Scotland, was appointed to command a squadron which was to cruise in the Channel, and intercept the succours which might be forwarded to the malecontents from France. Indeed, a design was formed at that court of making a very import diversion in favour of their new ally. Some Irish officers in the French service, were of opinion, that a descent might be made in England towards Plymouth, and the method they proposed was to transport eight or ten thousand men, with cannon and other necessaries, in merchant ships and privateers,

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teers, unattended with any ships of the line; and this they asserted might be done without their being intercepted by the English, and the troops landed in the night. When they should have brought their desperate project thus far to bear, they asserted that the male-contents in England would throw off the mask, and join the French army as soon as it was disembarked, when they might march to London, and unite their force with that of the young prince in his newly acquired capital.

This wild chimera met with some powerful abettors, who solicited the duke de Richlieu to head the enterprize, who, by the great reputation he had acquired in Europe, was better qualified than any other general, for conducting with proper spirit this bold and intricate business. Colonel Lally, a man continually under the influence of wild and romantic conceits, whom we shall hereafter have occasion to speak of more fully, was the soul of this enterprize, but after much pains had been taken, and vast preparations made, it was discovered that it was impossible to transport such a body of troops into England, whilst the English remained masters of the channel.

Meanwhile Charles found his supplies of provisions become scanty, and began to apprehend that his nearer approach to the capital was too dangerous an attempt with his inconsiderable force. He therefore determined to retire into Scotland. It then appeared that a desperate contempt of danger was not the only quality necessary to subvert a kingdom. Prudence, acute discernment, innate dignity, and the art of moulding others to his wishes, made no part of the character of this adventurous youth. In fact, he was but nominally the leader of his forces. His generals, the chiefs of highland clans, being bred from their infancy in ignorance, and
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accustomed to despotic rule, adopted contrary opinions, and began to contend with each other for the pre-eminence; so that after violent disputes, they resolved to march back. They effected their retreat to Carlisle without any loss; and from thence crossed the rivers Eden and Solway into Scotland. In this irruption, however, they preserved the strictest regularity; they desisted, in a great measure, from rapine; levied very moderate contributions; and, in the usual form, left a garrison in Carlisle in their retreat; which, a short time after, to the number of four hundred, surrendered, to the duke of Cumberland, prisoners at discretion. The pretender, being returned to Scotland, proceeded to Glasgow; from which city he exacted a heavy fine. Advancing to Stirling, he was joined by lord Lewis Gordon, at the head of some forces which had been assembled in his absence. Other clans, to the number of two thousand, came in likewise; Spain sent him some supplies of money; and, in one or two skirmishes with the royalists, his generals came off with victory; so that his affairs once more seemed to brighten. He invested the castle of Stirling, commanded by general Blakeney; but his forces being unused to regular sieges, consumed much time to no purpose. General Hawley, who commanded a considerable body of forces near Edinburgh, undertook to raise the siege. He advanced towards the rebel army, and rendezvoused his whole force at Falkirk, while the rebels lay encamped at no great distance. After two days, mutually examining each other's strength, the rebels, on the 17th day of January, came on in full spirits to attack the king's army. The pretender, who stood in the front line, gave the signal to fire; and the first volley served to put Hawley's forces into confusion. The horse retreated with precipitation, and fell in upon their

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own infantry; the rebels followed their blow; and the greatest part of the royal army fled with the utmost precipitation to Edinburgh, leaving the field of battle, with part of their tents and artillery, to the victors.

This however was the end of all their triumphs. A new scene of conduct was now going to open; for the duke of Cumberland, at that time the favourite of the English army, had put himself at the head of the troops at Edinburgh, which consisted of about fourteen thousand men. He resolved therefore to come to a battle as soon as possible; and marched forward, while the young adventurer retired at his approach. The duke advanced to Aberdeen, where he was joined by the duke of Gordon, and some other lords, attached to his family and cause. After having refreshed his troops there for some time, he renewed his march; and, in twelve days, came upon the banks of the deep and rapid river Spey. This was a place where the rebels might have disputed his passage; but they seemed now totally void of all counsel and subordination, without conduct, and without expectation. The duke still proceeded in his pursuit; and, at length, had advice that the enemy had advanced from Inverness to the plain of Culloden, which was about nine miles distant, and there intended to give him battle. On this plain the highlanders were drawn up in order of battle*, to the number of eight thousand men, in thirteen divisions, supplied with some pieces of artillery. The battle began about one o'clock in the afternoon; the cannon of the king's army did dreadful execution among the enemy, while theirs, being but ill served, was ineffectual. After they had stood the English fire for

* April 15, 1746.

some time, they, at length, became impatient for closer engagement; and about five hundred of them attacked the English left wing, with their accustomed fierceness. The first line being disordered by this onset, two battalions advanced to support it, and galled the enemy by a terrible and close discharge. At the same time the dragoons under Hawley, and the Argyleshire militia, pulling down a park wall that guarded the enemy's flank, and which the rebels had left but feebly defended, fell in among them, sword in hand, with great slaughter. In less than thirty minutes they were totally routed, and the field covered with their wounded and slain, to the number of above three thousand men.

Thus sunk all the hopes and ambition of this young adventurer; one short hour deprived him of imaginary thrones and scepters, and reduced him from a nominal king to a distressed forlorn outcast, shunned by all mankind, except such as sought to take his life. A dreadful scene of slaughter ensued, over which humanity would wish to cast a veil. A reward of thirty thousand pounds had been offered for the head of Charles-Edward, as soon as he had arrived in Scotland; and the unhappy fugitive now wandered from mountain to mountain, a wretched spectator of all those horrors, produced by his ill-guided ambition. He now underwent a similarity of adventures with Charles II. after the defeat at Worcester. He sometimes found refuge in caves and cottages, without attendants, and exposed to the mercy of peasants, who could pity but not support him. Sometimes he lay in forests, with one or two companions of his distress, continually pursued by the troops of the conqueror. Sheridan, an Irish adventurer, was he who kept most faithfully by him, and inspired him with courage to support such incredible hardships. He was obliged to

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trust his life to the fidelity of above fifty individuals. At length a privateer of St. Malo, hired by his adherents, arrived in Lochnanach, on which he embarked, and arrived at France in safety.

While the prince thus led a wandering and solitary life, the scaffolds and the gibbets were bathed with the blood of his adherents, seventeen officers of the rebel army were executed at Kennington-Common, in the neighbourhood of London, whose constancy in death gained more proselytes to their cause than perhaps their victories could have done. Nine were executed in the same manner at Carlisle; six at Brumpton; seven at Penrith; and eleven at York. A few obtained pardon; and a considerable number were transported to the plantations. The earls of Kilmarnock and Cromartie, with the lord Balmerino, were tried by their peers, and found guilty. Cromartie was pardoned; the other two were beheaded on Tower-Hill. Kilmarnock, either from conviction, or from the hope of a pardon, owned his crime, and declared his repentance of it. On the other hand, Balmerino, who had, from his youth up, been bred to arms, died in a more daring manner. Lord Lovat, and Mr. Radcliff, the titular earl of Derwentwater, suffered the same fate with equal resolution. Thus ended a rebellion, dictated by youth and presumption, and conducted without skill or ability. The family of Steuart found fortune become more averse at every new sollicitation of her favours.

For the sake of relating these important events, in one connected series, we have been obliged to depart from the order of time, and must therefore now go back to the proceedings of parliament, which met on the 17th day of October, 1745, and for a considerable time were entirely taken up in quieting the intestine commotions of the kingdom, of which

it would be foreign to the design of this work to speak. In the latter end of January new convulsions arose in the ministry. The earl of Granville had made an effort to retrieve his influence in the cabinet, and his sovereign favoured his pretensions. The duke of Newcastle and Mr. Pelham, who knew his aspiring spirit, and dreaded his superior talents, refused to admit such a colleague into the administration: they even resolved to strengthen their party, by introducing fresh auxiliaries into the offices of state. Some of these were personally disagreeable to his majesty, who accordingly rejected the suit by which they were recommended. The two brothers with all their adherents, immediately resigned their employments. The earl of Granville was appointed secretary of state, and resumed the reins of administration; but finding himself unequal to the accumulated opposition that preponderated against him, foreseeing he should not be able to secure the supplies in parliament, and dreading the consequences of that confusion, which his restoration had already produced, he, in three days, voluntarily quitted the helm; and his majesty acquiesced in the measures proposed by the opposite party. The seals were re-delivered to the duke of Newcastle and the earl of Harrington: Mr. Pelham and all the rest who had resigned, were re-instated in their respective employments; and offices were conferred on several individuals, who had never before been in the service of government. Among these Mr Pitt was appointed paymaster of the forces. This gentleman had been originally designed for the army, and, for some time, bore a commission as cornet of horse; but fate reserved him for a more important station. In point of fortune he was barely qualified to be elected member of parliament, when he obtained a seat in the house of commons, where he soon outshone all his compatriots.

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The duchess of Marlborough, who died about this time, bequeathed him ten thousand pounds, professedly for the services he had rendered his country as a senator, during the ten years he had sat in the house. In the discussion of every national question that was agitated, he displayed a surprising extent of political knowledge, and irresistible energy of argument. His harangues abounded with majestic and forcible images. He was a perfect master of the passions of his audience, who were led captive by the fascinating power of his manly eloquence. All the thunder of Demosthenes burst forth from this consummate orator; and England, which had before given birth to many great and astonishing geniuses, in sciences, and in arts, now saw one with a capacity equally penetrating and dignified, appear to support its sinking state. But the surprising endowments both natural and acquired, which centred in Mr. Pitt, formed but a part of his character; his incorruptible integrity threw a lustre over his talents, and caused them to be exerted strenuously and uniformly in the interest of his country. His ambition was that of a great mind, freed from the dross of avarice, and superior to the blandishments of pleasure. With these qualities he had become great, although far removed from the sunshine of a court; and possessing these he was ever superior to the mean arts, which are generally called in aid to obtain and preserve the station of distinction.

These arrangements in the ministry being adjusted, the house of commons voted forty thousand seamen for the service of the year 1746, at four pounds per man per month; for which the sum of two millions and eighty thousand pounds was granted. The whole amount of the supplies this year was seven million sixty-three thousand two hundred and fifty-one pounds eighteen shillings and ten-pence three

farthings, which was raised by a tax of four shillings in the pound upon land, together with the duties on malt, mum, cyder, and perry; three millions were raised by annuities and a lottery, which were charged on the additional duties on glass and spirituous liquors; a million was taken from the sinking fund; and five hundred thousand pounds was raised by loans on exchequer bills, and chargeable upon the first aids next session of parliament.

The court-martial which still continued to sit, but was now removed from Chatham to Deptford, in the month of May proceeded to enquire into the conduct of vice-admiral Lestock. Sir Chaloner Ogle had withdrawn, and Perry Mayne, Esq; rear-admiral of the blue, was chosen president; the honourable John Byng, rear-admiral of the blue, and the fourteen following captains composed the court; viz. honourable Edward Legge, James Renton, Charles Colby, Joseph Hamar, Smith Callis, John Pittman, Thomas Hanway, John Orme, Thomas Frankland, honourable John Hamilton, Sir Charles Molloy, Robert Erskine, Charles Catford, Edward Spragge.

Twenty-seven witnesses were examined in justification of the admiral's conduct, in receiving whose evidence the court was employed from the 6th day of May to the 28th of the same month; a greater number still remained behind, which the court did not think necessary to hear. On the 3d day of June the deputy judge-advocate read the sentence of the court; by which it appeared the court were of opinion that the information the charge was founded upon was not true; and that the evidence in support of the charge was not sufficient to make it good; and that many witnesses in support of the charge, as likewise those in the admiral's defence, had refuted the whole; therefore the court unanimously

mously acquitted him of the whole, and every part of the charge.

Whilst the court was sitting, a very singular circumstance arose, which has occasioned all future court-martials to be held on board a man of war. On the 15th day of May, the president of the court was arrested by virtue of a writ of *capias*, issued out of the court of common pleas, in consequence of a verdict which had been obtained by lieutenant George Fry, against Sir Chaloner Ogle, Perry Mayne, and others, for one thousand pound each for false imprisonment, and ill-treatment of the said Fry in the West-Indies. This attack upon their president was highly resented by every member of the court. They forwarded a remonstrance to the lords of the admiralty, and entered into resolutions, in which their resentment against the Lord Chief Justice, the promoter of this indignity, was expressed in terms of violent asperity. The judge little relishing such an attack, caused each individual member to be taken into custody, and was proceeding to demonstrate the superiority of the civil power over the military, when the following submission, signed by each of the body, put an end to the process.

“ As nothing is more becoming a gentleman than to acknowledge himself to be in the wrong, as soon as he is sensible that he is so, and to be ready to make satisfaction to any person he has injured; we therefore whose names are under written, being thoroughly convinced that we were entirely mistaken in the opinion we had conceived of Lord Chief Justice Willes, think ourselves obliged in honour, as well as justice, to make him satisfaction, as far as it is in our power. And as the injury we did him was of a public nature, we do in this public manner declare, that we are now satisfied the reflections

fections cast upon him in our resolutions of the 16th and 21st of May last, were unjust, unwarrantable, and without any foundation whatsoever, and we do ask pardon of his lordship, and the court of common-pleas, for the indignity offered both to him and the court."

On the 22d day of October, the court-martial met at Deptford, when the president pronounced sentence against admiral Matthews, by which he was rendered incapable of serving in his majesty's royal navy for the future. He desired a copy of the court's minutes, but was referred to the lords of the admiralty. The decisions on the two admirals were far from being relished by the nation, who saw the conduct of the two commanders with different eyes from those of their judges.

The reduction of Cape-Breton had encouraged the ministry to project this year the conquest of Quebec. Commissions were sent to the governors of the British colonies in North-America, empowering them to raise companies to join the armament from England; and eight thousand troops were actually raised in consequence of these directions; while a powerful squadron and transports, having six regiments on board, were prepared at Portsmouth for this expedition. But their departure was postponed by unaccountable delays *, until the season was judged too far advanced to risque the great ships on the boisterous coast of North-America †. However, that the armament might not be wholly useless to the nation, it was employed in making a descent on the coast of Brittany, on the supposition that Port L'Orient, the repository of all the stores and ships belonging to the French

* Smollet's History of England, Vol. XI. p. 260. † See an account of an expedition against Canada, undertaken in 1711, in our third Volume, p. 316.

East-India company, might be surprized; or, that this invasion would alarm the enemy, and by making a diversion, facilitate the operations of count Brown, the Austrian general in Provence; as well as draw a considerable detachment from marshal Saxe's army in Flanders, which was superior to that of the allies.

The naval force intended for this service, consisted of sixteen great ships, and eight frigates, besides bombketches and store-ships, commanded by Richard Lestock, appointed admiral of the blue division. Six battalions of land troops, with a detachment of matrosses, and bombardiers, were embarked in thirty transports, under the conduct of lieutenant-general Sinclair *. The whole fleet sailed from Plymouth on the 14th day of September, 1746: after a prosperous voyage, they found themselves at eight in the evening, on the 18th of the same month, within four leagues of Port Louis †, where they met with commodore Cotes, who had founded the coast, and fixed on a proper place for landing, about ten miles from L'Orient. The admiral being unacquainted with the coast, did not think it adviseable to approach it in the night. The next day general Sinclair went on board the admiral ‡, to concert with him the proper measures for the disembarkation: when it was agreed, that the two sloops, the bomb-tender and cutter should go in next morning as near shore as possible, to cover the

* With whom went, as his secretary, Mr. David Hume, afterwards much celebrated for his writings. † Port Lewis is a maritime town, and considerable port of the ocean, situated upon the southern coast of the province of Brittany, in 47 deg. 43 min. of northern latitude, and in 14 deg. 16 min. of eastern longitude, at the mouth of the river Blavet, which name it formerly had. Port L'Orient, famous for the French East-India company's trade, is upon the same river near this place. Port Louis was ceded to the French by the treaty of Vervin in 1598, and Louis XIII. rebuilt it with a well fortified citadel, and gave it the name it bears. ‡ From a MSS. Journal.

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landing. Early in the morning on the 20th, a large body of militia and some cavalry appearing on the shore, the admiral thought proper to add three forty gun ships to what he had already ordered to cover the landing, which was performed in a bay about the distance of ten miles from Port L'Orient. The militia, reinforced by some detachments from different regiments, were assembled to the number of two thousand, and seemed resolved to oppose the disembarkation. However, their intentions were frustrated by a finesse, that did no small credit to the general.

There were three places convenient for the debarking of land forces. The farthest from L'Orient was a sandy bay, bounded on one side by the river of Quimperlay; on the other, by a rising ground, which separated it from a second little bay. This second was divided from the third landing place, by an arm of the sea, which runs above a mile up the country, and by an eminence on which were planted two cannon. This arm of the sea was only fordable at low water. The two last mentioned landing places were lined with militia and gardes de côte: the farthest from L'Orient was unoccupied. The wind blew along the coast towards L'Orient: all the boats, in which were between five hundred or six hundred men (for they contained no more) were ordered to rendezvous at one of the Folstone cutters, which was anchored the most to windward, opposite the bay, adjoining to the river of Quimperlay. The wind blew fresh, and it required a considerable time for some of the boats to reach the place of rendezvous; as their being filled with men, prevented the seamen from setting any sail. Whilst the rowers were pulling with difficulty against the wind; the enemy perceived it was the intention to land in the unoccupied bay, the most distant from the town.

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They therefore determined to change their disposition. The body that was posted in the second bay, marched round the rising ground above-mentioned, and drew up on the bay, next to the river of Quimperlay, opposite to the rendezvous of the boats, where they were so well covered by a bank of sand, that the cannon of the frigates could not annoy them. The corps which was drawn up on the third landing-place, marched off, with an intent, as it was high water, to go round the arm of the sea, above-mentioned, and to take possession of the middle landing-place, which the other body had quitted. But as a march of that length required some time, the general resolved to seize the opportunity, and to land at the middle place, before the body on their march could possibly reach it. To prevent any annoyance from the body which was drawn up in the first-mentioned bay, he ordered the boats to row directly towards that bay, till they should come almost within musket-shot of the enemy, then to turn short and row before the wind with the utmost expedition, to the second bay or landing-place; and there to form the troops instantly. Lest the battery of two cannon planted on the eminence, upon the opposite side of the arm of the sea, should play upon the boats crowded with troops, and at so small a distance; he desired that two armed vessels might be ordered to slip their cables, to fire upon the small battery, if possible, to drive the gunners from their guns. Previous to the setting out of the boats, these several orders were executed, and the batteries were abandoned. The corps of the enemy waited for the troops where they were posted, till the boats made the turn to row along the shore, and then ran in the utmost confusion and disorder towards the second bay, where they perceived it was their design to land.

But the forces were landed and formed without the loss of a man, before a single person of their broken corps could reach the bay to oppose them *. The general pursued the militia about two miles. On the 21st, the day after the debarkation, the army marched in two columns to L'Orient: general Sinclair, led one by the way of Plemure; general Offarrel with the other, by the great road to Quimperlay; the latter did not come up till seven at night, having been attacked on his march by a body composed of militia, and regular forces, which threw the troops under his command into disorder †. Some of the men were wounded, and lieutenant-colonel Henry Erskine, quarter-master-general, dangerously. General Sinclair, about five in the evening, proceeded to a windmill within cannon-shot of the town.

The engineers were immediately sent to reconnoitre the place; who reported on their return, that the town was defended only by a thin wall, with loop holes in it, without a fossé; and from a place they had pitched upon for a battery, they could either make a breach, or lay the town in ashes in twenty-four hours. The following day the general, accompanied by Mr. Armstrong the director general, and captain Watson the engineer, went to reconnoitre the place; and in consequence of the assurance given him the night before, and now repeated, he sent a letter by an officer to summon the town to surrender.

He was visited by a deputation from the town ‡, which offered to admit the British forces on certain conditions.

* From a MSS. Journal.

† The disorder was so great, it occasioned afterwards an inquiry into the behaviour of the troops, which lasted three days.

‡ Three deputies, one from the governor, one from the town, and one from the East-India Company, were brought to the general, who received them at the head of the army.

As they represented, that each was sent to treat of particular conditions with regard to their own corps, the general made answer, that

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conditions. However the terms being rejected, the inhabitants prepared for a vigorous defence; and the English general resolved to besiege the place in form; though he had neither time, artillery, nor forces sufficient for such an enterprize. His cannon amounted to no more than a few field pieces, and he was obliged to wait for two iron guns, which the sailors dragged up from the shipping. Could an assault have been given the first night after his arrival, when the town was filled with terror and confusion, and destitute of regular troops, in all probability it would have been easily taken by escalade. But the reduction of it was rendered impracticable by delay*. The ramparts were mounted with cannon from the ships in the harbour; new works were raised with great industry; the garrison was reinforced by several bodies of regular troops, and great numbers were assembling from all parts; so that the British forces were in danger of being surrounded in an enemy's country.

The engineers being asked at a council of war held on board the Admiral, if they thought it practicable, either to burn the town or make a breach in the wall, what artillery, &c. would be wanted, and what time required. Their answer was, that with two twelve pounders, and a ten inch mortar, they engaged to make a proper breach, or

he could have no transactions with any but the officer commanding in the place for his most Christian majesty: and would only receive the paper presented by the military deputy; which contained these conditions†. That all the troops, regular, garde côtes, and town militia, should have free liberty to go where-ever they pleased, with pass-ports for their security for four days, in case of meeting with any of the British troops; that they should go out of L'Orient with their arms, horses, baggage, drums beating, colours flying, match lighted, and all the honours of war, and waggons if they wanted them; that the garde côtes and town militia, might retire with the same safety, to their villages and parishes, or where-ever they had a mind in the country.

* Smollett's History of England, Vol. XI.

† MSS. Journal.

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lay the town in ashes in twenty-four hours time. By the 25th in the morning the battery was compleated, and the mortar and two twelve pounders placed on it by the sailors. This morning also a few carcasses and bombs were thrown into the town, but no cannon were fired, the commander of the artillery having forgot to order the grate for heating the ball to be brought up: the engineers also now despaired of being able to make a breach, at the distance they had placed the battery.

The officers of the artillery insisted they could heat the balls without a furnace; but the general opposed their beginning to fire, having then discovered, that through the neglect of the officers to whose care it belonged, there was not a quantity of ammunition sufficient to keep a continued fire. In the forenoon however two other twelve pounders and the furnace were brought to camp by the sailors and a body of marines; one third of the seamen of the whole fleet, besides the marines and boats crews, were employed in these services. However, in the evening there was such a report made of the situation of affairs as determined the general immediately to call a council of war, which was held in the camp before L'Orient; consisting of lieutenant general Sinclair, brigadiers Offarrell, Graham, Richbell; and the engineers Thomas Armstrong the chief, and commander of the artillery, Justly Watson, John Armstrong, and John Chalmers commander of the artillery. Mr. Thomas Armstrong represented to the council, that stores and ammunition came in so slowly, he did not see any probability of their being supplied with ammunition so expeditiously as was necessary for making a proper use of the battery erected the night before, and opened that morning; and being apprehensive, that the service intended cannot be accomplished, so soon as was
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at first expected, there being but thirty-four rounds for each of the four pieces of cannon, and none of the shells or carcasses for the ten inch mortar left, and considering the number of batteries opened already upon them, and daily likely to be opened, he thought it his duty to represent this to general Sinclair, as he now does to the council of war.

John Armstrong being extremely afflicted with the gout, was not in a condition to undergo the fatigue of reconnoitring, at the time the director-general and engineer Watson did; and for that reason, his opinion was not taken in the council of war held on board the admiral; but being asked his opinion at this, he said, there being no horses proper to draw their artillery from the landing-place, and the roads so broken and spoiled by the rains, that the getting the heavy guns in time was scarcely possible; without mentioning the advantage the enemy had of drawing continual supplies from the neighbouring garrison of Port-Louis, so as to be able to mount six guns for their one. He was of opinion that nothing of consequence could at this season, and in their circumstances, be done against the town of L'Orient.

The council of war was adjourned to the next morning, when captain Justly Watson's sentiments being asked, he replied, his former opinion was, that with a ten inch mortar and two twelve pounders he should have been able to have laid the town in ashes in a short time; and being asked, what that time was, answered, twenty-four hours. His present opinion being demanded, he said, if the battery could be properly served with ammunition for the above time of twenty-four hours, he thought the enterprize was still practicable.

The director general being asked, what his opinion was, in the council of war on board the admiral,

ral, acknowledged, he then said, that with two twelve pounders and a ten inch mortar, and some royals, the town could have been destroyed in twenty-four hours. Being asked by the council what his present opinion was, he said, that from the difficulties and delays of bringing up ammunition, the alteration of the weather, and other circumstances in favour of the enemy, and to their prejudice, he was of opinion, that no great advantage would arise from continuing to push on much longer their enterprize. General Sinclair then asked him, whether at any time he had been refused whatever number of armed men, or men unarmed to work, he had demanded; or whether he had ever applied to the general for bringing up the royals; to all which he answered in the negative. Being farther asked, if he ever mentioned the royals in any of the lists he sent to the commissary of the train, at the park of artillery, on the sea-side, he said he never did, as there were other things more immediately wanted.

Captain Chalmers of the artillery being at this time obliged to attend at the battery, his opinion was not taken at the council of war.

Wherefore the next who spoke was brigadier Richbell, who thought it adviseable not to continue the siege of L'Orient, for the following reasons. It appeared to him from the opinion of the engineers, that they had from the first made a wrong calculation. That by the great fatigues the troops had suffered from the badness of the weather, and the great sickness among them, which daily increased, and the uncertainty of being supplied with proper provisions, he was apprehensive, should the siege be carried on, it might be attended with fatal consequences to the troops.

The brigadiers Graham and Offarrel spoke to much the same purpose, and agreed to the reembarking

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ing the troops; the latter adding, as the principal motive to encourage the undertaking of this enterprize, was founded on the short time in which the engineers proposed to have carried it into execution, in which he found they were disappointed; and as their communication with the fleet might be interrupted, he thought it reasonable, after having expended all the ammunition for the heavy artillery, to desist from the enterprize*.

General Sinclair then closed the council of war, by saying, that in consequence of his majesty's orders to admiral Lestock, and him, to make a descent on the western coast of France, he agreed with the admiral to view the strength of the town of L'Orient, provided he would land the troops betwixt Quimperlay river and port Louis; which he having performed, he advanced to the place with the utmost expedition; and upon the assurances given in the strongest terms, by the engineers to the council of war held on board the *Princessa*, after they had reconnoitred the place, he agreed to make the attempt; since which time it was well known to the whole army, how assiduous he had been in carrying on a scheme, he had entered into solely on the great dependence he had on the engineers in their own science, and not from any skill of his own. But now finding it was the unanimous opinion of the general officers and engineers here present, that the undertaking should be laid aside, he complied with it.

However, before the close of the day, it was thought necessary to call another council of war,

* About nine o'clock in the morning of the 24th, a considerable body of troops with colours, supposed to have been transported from Port Louis, was seen moving towards the sea coast, to cut off as was supposed their communication with the fleet. To prevent which brigadier Offarrel was detached with two battalions and two companies of grenadiers.
Journal of the expedition.

from

from a report made by the director-general and captain Chalmers of the artillery, informing the general there were no carcasses or bombs left, and only one hundred and fifty shot remaining, which were not sufficient to serve the battery that night and the next day.

At this council captain Chalmers was asked, whether he thought the artillery on the battery, with the remaining quantity of stores and ammunition, was sufficient to make either a breach in the wall, or set fire to the town? He answered, he was positive they could not make a breach at the distance the battery was placed, considering the oblique situation; and was of opinion, they could not set fire to the town, as the houses he had seen in the country had very little wood in them; he had likewise observed, that the carcasses, bombs, and red-hot balls, which had been fired into the town, had little or no effect: he farther added, he had been able to serve only one gun with red-hot shot. Upon this representation it was unanimously agreed, to draw off their troops in order to their re-embarkation. The guns were spiked up, as well as the mortar, which was intended to have been brought away; though had the attempt been made, it was generally thought it would have proved ineffectual, as they had no instrument to raise so great a weight.

However in this day's and yesterday's firing, there were thirty carcasses, thirty shells, thirty-two grapes, and three hundred and forty shot thrown into the town: of the shot one fourth only was red-hot, for through the neglect of those people, to whose care it belonged, the bellows had been forgot.

The troops after having sustained very considerable damage, since their first landing, were re-embarked. The general expected reinforcements from England, and was resolved to wait a little longer

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Longitude East from London

A
General Map of
INDIA,
including the Empire of
HINDOSTAN,
with the
KINGDOM of BENGA
its other dependencies,
1773.
Engraved by T. Kitchin.



longer for their arrival, in hopes of being able to annoy the enemy more effectually. In the beginning of October the fleet sailed to Quiberan Bay, where they took a French man of war; and a detachment of the forces being landed, took possession of a fort on the peninsula, while the little islands of Houvat and Heydic were reduced by the sailors. In this situation the admiral and general continued till the 17th day of the month, when the forts being dismantled, and the troops reembarked, the fleet sailed from the French coast: the admiral returned to England, and the transports with the soldiers proceeded to Ireland, where they arrived in safety.

The French ministry, in order to defeat the expedition of commodore Barnet against their trade in the East-Indies, forwarded a commission to M. Mahé de Bourdonnois, governor of the islands of France and Bourbon, by which he was appointed commander in chief of the king's ships, with a power of controuling the captains of the company's ships. These extensive powers he received in January, 1746, and about the same time commodore Barnet died, when the command of the British Squadron in the East-Indies devolved on captain Peyton, who sent the Deptford and Diamond men of war to England; upon being re-enforced with the Harwich and Winchester of fifty guns, and the Lively, of twenty, one of the ships which he had taken, he put into commission, and gave the command of her to captain Griffiths; she mounted forty guns, and received the name of the Medway's Prize. The French commander had eight ships of force*, one of which, the Insulaire, was lost in the

	Guns.		Guns.
The Achilles	74	Phoenix	44
Duc d'Orleans	56	St. Louis	44
Bourbon	56	Lis	40
Neptune	44	Insulaire	20
VOL. IV.		S f Ganges	

Ganges with two hundred and eighty Europeans; notwithstanding which, the force of the French somewhat exceeded that of the English. On the 25th day of June the two fleets came within sight of each other off the coast of Coromandel, and an engagement began at four o'clock in the afternoon, and was maintained with no great spirit on either side until seven o'clock, when night parted the combatants. The next day neither side appeared forward to renew the action. In the afternoon the English commodore summoned a council of war, when the ignominious resolution was taken to sail away from the French fleet, and proceed to Trinquinale-bay, on the north-east part of the island of Ceylon, upon which Bourdonnois brought his squadron back to Pondicherry. In this rencounter fourteen were killed and forty-six wounded on board the English ships, and the French had twenty-seven killed and fifty-three wounded. After this the two squadrons lay inactive until the middle of August, when the French fleet arrived in Madras road, and fired on the Princess Mary, one of the company's ships, of thirty-six guns and eighty men; this fire was returned by the ship and the fort. Each of the French ships gave a broad-side as she stood to the northward, and another as she returned to the southward. After which the French admiral stood for Pondicherry with an intention to offer battle to the English; but Peyton had got round him to the northward, and on the 23d day of August stood into Pullicat road, where he was informed of the proceedings of the French fleet, and of the course they had steered. This information, instead of exciting him to chastise the enemy for the insults offered to the settlement, made him resolve to abandon Madras to its fate, and withdraw himself from a station, which could only be kept by beating the French fleet;

fleet; he therefore sailed for the bay of Bengal, without informing the governor or any one on shore with the course he intended to steer. This dastardly behaviour of Peyton emboldened Bourdonnois to attack the place.

Madrafs, or Fort St. George, the capital of the English company's dominions on the coast of Coromandel, has its last mentioned name from the fort in that city, and is situated in thirteen degrees north latitude, and in eighty degrees east longitude. Thus it is near four thousand eight hundred miles to the eastward of London, so that the sun visits them about six hours before he rises in England, and sets before we sit down to dinner; and there is so little difference in the length of the days, that the English always reckon it to be six o'clock at sun-rising and at sun-set.

This place, which lies seventy miles to the north of Pondicherry, is situated on one of the most incommodious spots imaginable; for the sea beats perpetually with prodigious violence on the land on which it stands; there is no fresh water within a mile of it; in the rainy season it is subject to inundations, from a river of salt water that runs behind it; and the sun from April to September is exceeding hot, the sea-breezes alone rendering it habitable. Various reasons are given for this injudicious choice of a settlement: according to some accounts, the person entrusted by the company about the beginning of the reign of king Charles II. to erect a fortress on that coast, made choice of this place as the most proper to ruin the trade of the Portuguese settlement at St. Thomas; while others assert, that his only motive was to be near a mistress he had at the Portuguese colony. It is, however, certain, that there were several places in its neighbourhood free from most or all of these inconveniencies.

However, the war carried on by the company at Bombay and Bengal from the year 1685 to 1689, against the subjects of the Mogul, was a considerable advantage to Madras: for the tranquillity which reigned there, and its vicinity to the diamond mines of Golconda, where good purchases are frequently to be made, caused a prodigious resort of Indian merchants to this place, and contributed to render it populous and flourishing.

The fort is a regular square extending about one hundred yards on each side, and has four bastions built with what is there called iron stone, from its being of the colour of unwrought iron, and very rough. The fort is defended by no ditch, and the walls are arched and hollowed within. It has two gates, one of which opens to the east, and the other to the west. The former, which is towards the sea, is but small, and is only guarded by a file of musqueteers; but the western gate, which opens towards the land, is pretty large, and defended by the main guard, the soldiers belonging to it lying on the right and left under the wall, which, being hollow, answers the purpose of a guard-house. In the middle of the fort is the governor's house, in which are apartments for the company's servants.

On the 3d day of September the French commander arrived before the town, having three thousand and two hundred European troops on board his ships, five hundred Coffrys, and a considerable number of Cephoy's and Peons, natives of the coast.

The French had previously landed a body of troops amounting to six hundred men, twenty miles southward of Madras; these were marched overland to St. Thomé, within three miles of the town; they covered the debarkation of the main body, which the governor, Nicholas Morse, Esq; was unable

unable to oppose, his garrison being too inconsiderable to admit of a detachment being made large enough for such a purpose. Madrafs was therefore immediately invested on the land side, whilst its harbour was effectually blocked up at sea. Most of the Asiatic inhabitants deserted their habitations, and fled into the country with their most valuable effects. The nabob of Arcot all this while is said to have been induced to keep aloof, and render no assistance to his friends or allies, through the powerful influence of French gold.

The defenceless condition of the place had been represented to the East-India directors by commodore Barnet in very strong terms, but no steps had been taken to render it more secure. But had the fortifications been in the best order, they would have been of little use, without a sufficient number of men to defend them, which was the situation of affairs at that time: for though long before the commencement of the war, assurances had been sent from England by the committee-board to governor Morfe, that the garrison should be augmented to six hundred Europeans, exclusive of the gun-room-crew, yet not more than one half of that number were actually in the place at the time of its investment, many of which were incapable of service. Some Portuguese deserters from Goa, served indeed to increase the muster-roll, but were destitute alike of activity and courage. In short, not more than two hundred men could be mustered, whose fidelity and bravery were to be relied on, independent of the crew of the princess Mary, which amounted to eighty more. Nor was the place better provided with officers than soldiers; and though they had near two hundred pieces of cannon, yet these were rendered ineffectual for want of skilful engineers to direct their fire, as well as men to play them. A
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scarcity of military stores completed the perplexities with which the besieged were encompassed.

The advantages on the side of the French were as great as were the difficulties which the English had to encounter. The intense heat of that parching climate was at this time reduced to its mildest temperature; an ample supply of all things necessary for a siege was at hand, and the commander in chief, who generally diffuses a portion of his own spirit from the second in command down to the meanest drudge in his camp, was a man of superior skill, brave, enterprising, and unwearied. No time was lost in making approaches, and in three days after the batteries were opened, seven hundred shells were thrown into the town. This vigorous assault soon intimidated those of the garrison, who were not bound to defend the place either from the attachments which arise out of national affinities, or personal principles of honour. All the mercenaries soon became only anxious to escape from that devoted spot, and sought every opportunity of deserting, so that some of the batteries presently became defenceless. On the 9th day of August, in the afternoon, the governor and council received advice, that the French were preparing to raise a large battery of eighteen pounders, and had made a general debarkation of their seamen to assist in a general assault; upon which, the inhabitants became clamorous for a capitulation.

All this time the British squadron in that quarter, so far from exerting that ability which they derived from having an equality of force to that of the French, had withdrawn, and left the besieged in utter ignorance of the place of its rendezvous. The nabob of Arcot too, who had a force sufficient to oblige the French to raise the siege, quietly permitted them to complete their conquest. The go-

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governor and council, thus deprived of all hope of relief, sent out a flag of truce to the French commander, and terms of surrender were soon after adjusted. It was agreed that a detachment of French troops should be put into possession of the town, whilst the main body remained in camp. The magazines and stores-houses were delivered over to French officers and commissaries, and the English soldiers and sailors were carried on board the French ships in the road, until a ransom was paid, amounting to one million one hundred thousand pagodas, or four hundred twenty-one thousand six hundred sixty-six pounds thirteen shillings and four-pence sterling, besides a very considerable private present to M. de Bourdonnois, who upon the fulfilment of whose terms agreed to evacuate the place, and reinstate the English in full possession of their presidency.

This agreement, however, was not observed on the part of the French, Du Plaix, the French governor in India, annulled the capitulation. The English, and the inhabitants of Madras, who relied upon the rights of nations, were struck with astonishment at this infraction of the treaty, and word of dishonour given by Bourdonnois. But their indignation was raised to its highest pitch, when Du Pleux destroyed the black-town, by laying it in ruins. This act of wanton barbarity was greatly injurious to the innocent colonists, without being of the least advantage to the French. The ransom which should have been received was lost, and the French name became detestable throughout all India*.

On the 2d day of October, the seven French ships which lay in the road of Madras, having taken on board what quantity of money, goods, ammuni-

* Voltaire,

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tion, and stores they thought proper, sailed for Pondicherry, with a design to attack fort St. David, and entirely expel the English from that coast. But they had no sooner got to sea than a violent storm overtook them. The duke of Orleans, their second ship of force, and two others, foundered. The Achilles, and three other ships lost all their masts. The Mermaid, and Advice snow, which had belonged to the English East-India company, but had been taken in Madras road, were both lost. In this storm twelve hundred men perished, and all farther attempts to annoy the English by sea were effectually baffled. However, this did not prevent the French from attempting fort St. David by land, the place of the greatest consequence to the English on that coast next to fort St. George, to which it is subordinate. It is situated five leagues to the southward of Pondicherry, and was purchased by the governor of fort St. George for the East-India company in 1686, for the sum of ninety thousand pagodas. The fort is strong, and Mr. Hynd, the governor, had been indefatigable in strengthening it with new works; its territories extended eight miles along the shore, and four miles within the land. On this occasion a large body of Indian militia were taken into pay. In the beginning of December, Du Pleix marched down almost the whole garrison of Pondicherry, to the amount of a thousand regular troops, two hundred trained peons, and some others which arrived within a mile of the bound-hedge of fort St. David, having with them a large train of artillery. Upon the approach of the enemy, the English governor detached a large body of his Indians, with orders to harraßs the French during the night, and at day break the next morning he began a regular engagement. At the first onset the French forced their way quite to the garden-house, where they

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were attacked by a body of Moors, and one hundred regulars from the garrison, and obliged to retreat with great precipitation, leaving two hundred of their number slain, among whom were four officers of distinction. They likewise abandoned all their tents and ammunition: six camels, two mortars with their shells, two chests of arms, four drums, and all their provisions fell into the hands of the English.

This disaster did not hinder the French from making fresh preparations as soon as they returned to Pondicherry, to possess themselves of Fort St. David, but the arrival of commodore Griffin with three sixty gun ships, one of fifty, and one of forty guns, the beginning of the year 1747, obliged them to desist from all offensive war.

The proceedings of the British fleet in the West-Indies were not more honourable than in the East. Vice-admiral Davers commanded on that station; who, having received intelligence that a large fleet of French merchantmen, under convoy of four men of war, were on their way from Europe to Martinico, he ordered commodore Mitchel in the *Straford*, of sixty guns, with the *Lenox*, of sixty-four, captain Laurence, the *Plymouth* and *Worcester*, sixty guns each, the *Milford*, forty-four, and the *Drake* sloop, to cruise to the eastward of that island, in order to intercept them. On the 3d day of August about three o'clock in the afternoon, the *Lenox* first descried forty sail of ships to leeward, and soon after the whole fleet appeared in sight. It consisted of one man of war, of seventy-four guns, one of sixty-four, one of fifty-four, and one of forty-four, and sixty sail of merchantmen, and was commanded by M. de Conflans. About seven o'clock in the evening commodore Michell made a signal to speak with all his ships, and they being brought

in, each captain was asked whether it appeared advisable to bear down upon the enemy and engage them that night, or lay by until next morning? the general opinion favoured the latter conduct, whereupon it was agreed that the English squadron should keep in sight during the night, and to windward, and be ready to engage at break of day. The next morning, when a judicious and spirited attack would most probably have been crowded with glorious success, the commodore shewed so strong a dislike to engage the enemy, that the whole day was spent without nearing them. The next day at seven in the morning the two squadrons were within two leagues of each other. M. de Conflans formed his men of war in line of battle, and appeared determined to try the event of an action, notwithstanding his inferiority in number of ships. It should seem that this firmness in the Frenchman quite disconcerted Michell, for about four in the afternoon when the breeze freshened, and the ardour of all on board the British ships was strongly excited by a prospect of an immediate engagement, this dastardly commander made a signal to haul on a wind, and shorten sail. By this time they were within three miles of the French ships, who, surprised at such a conduct, gave chase. About eight o'clock two of the enemy's ships were close under the lee quarter of the *Lenox*, and poured in a broadside, which was returned with great spirit, and an engagement was maintained for an hour and a half, when the French bore away; their merchantmen having by this time safely reached their port.

The panic which had seized this dastardly commander was so great, that at night he ordered his squadron to put out their lights and make sail, because the French were following them.

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On the 13th day of October, vice-admiral Davers died of a fever at Jamaica, when the chief command devolved on this *magnanimous* officer; during the short time in which he presided, the trade of the Leeward Islands suffered essentially, from the depredations committed by the French privateers, whilst the British men of war were ranged out of their proper stations, with a view to intercept some rich vessel from the Spanish main, instead of being constantly employed in cruising to windward of the British islands, for the protection of trade.

As soon as the conduct of this officer was known to government, commodore Smith was sent out to supercede him. He was afterwards tried by a court-martial for his misbehaviour when in sight of the French fleet, and for neglecting the service of his station; and though, according to the express law of war, such rank cowardice and flagrant neglect, made his life become forfeit to his injured country; yet such were the moderation and lenity of these degenerate times, that he was only mulct five years pay, and judged incapable of serving again in the royal navy. At this time, such a shameful want of spirit and resolution appeared in many commanders at sea, as fatally tarnished the glory of the British arms, and whilst Great Britain possessed an acknowledged superiority at sea, such was the languid manner in which it was employed, that little national benefit was derived therefrom.

The French too, were much dissatisfied with the conduct of their naval officers. That nation had formed great designs, the object of which being no less than the retaking of Louisbourg, and to become possessed of Annapolis Royal in Nova Scotia. For these purposes a fleet was got ready at Brest,

consisting of eleven ships of the line, three frigates*, three fireships, and two bombs, commanded by the duke d'Anville. It sailed from Brest on the 22d day of June, and was attended by privateers, transports, and merchantmen, making in the whole ninety-seven sail. Three thousand five hundred land-forces embarked on board this fleet, commanded by brigadier general Jonquire. Forty thousand small arms were put on board, and a proportionable quantity of ammunition, together with blankets for the French Canadians and Indians. This formidable armament did not arrive on the coast of Acadia till the 10th day of September; three days after which a furious tempest dispersed the whole fleet, several of the transports foundered, and all on board perished. No sooner had the troops landed at Chiboustou, the place of rendezvous, than the duke d'Anville died of an apoplexy. Vice-admiral Tourmel, who was second in command, then called a council of war on board the Trident, to determine what steps were proper to be taken. Tourmel considered an attempt upon Cape Breton as impracticable, and was inclined to make an immediate attack on Annapolis, but the majority in the council advised the refitting of the squadron, before they proceeded to the bay of Fundy. Tour-

Ships.	Commanders.	Guns.	Men.
• Le Northumberland	Duke d'Anville	70	580
Le Trident	Vice-admiral Tournel	64	500
L'Ardent	M. Perier	64	500
Le Mars	Colombe	64	500
Le Leopard	Sergue	64	500
L'Alcide	Crenay	64	500
Le Casibon	Noailles	60	480
Le Tygre	Du Quesne	56	400
Le Mercure	L'Allure	56	400
Le Diamont	Mafiac	50	360
Le Boree	Blenac	50	360
La Megare	Kysan	30	200
L'Argonaute	Questain	26	200
Le Prince d'Orange	Fougert	36	200

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nel, who was of an impetuous temper, could not brook this opposition to his plan of conduct; he was seized with a fever, and in a fit of delirium drew his sword and stabbed himself to the heart. The command then devolved on M. de Jonquiere, the general of the land-forces. By this time the small-pox had spread itself among both soldiers and sailors, fifteen hundred of the former, and eight hundred of the latter being carried off by it. A resolution was therefore taken, as the fleet was now tolerably refitted, to send four of the smaller men of war, and some of the transports to Quebec, and to return with the rest immediately to Europe. This resolution began to be executed on the 12th day of October, when the enfeebled fleet sailed from Cheboctou, after converting eight of their ships into hospitals.

M. de Conflans, whom we have seen arrive in safety at Martinico; in his passagehome, in September, fell in with the English Leeward Islands trade, under convoy of the Woolwich and Severn men of war of fifty guns each. After an obstinate engagement of two hours, he compelled the Severn to strike, and took a few merchantmen, but the rest escaped.

The naval transactions in the European seas afforded nothing very splendid, but they contributed essentially to the benefit of the common cause. In the Mediterranean, vice-admiral Medley rendered great service to the Austrian general at the siege of Antibes; and the British fleet was very vigilant along the coast of Spain, and in the gulph of Genoa, where they intercepted several Spanish, Genoese, and Neapolitan vessels, with military stores and provisions for the forces in Italy: at the same time, commodore Townsend was stationed with six men of war off the island of Corsica, to encourage

the malecontents to shake off their subjection to the Genoese. The fleet in the Channel was under the command of vice-admiral Martin, and was very active in repelling French privateers and cruisers. The Portland man of war of fifty guns, and three hundred men, commanded by captain Stevens, being on a cruise on the 26th day of February, fell in with the *Augusta*, a French man of war of fifty guns, and four hundred and seventy men, lately come out of Brest on a cruise. The Frenchman immediately bore down within pistol shot of the Portland, and hoisted his proper colours; the Englishman did the same, and the battle was immediately joined, and maintained yard-arm and yard-arm for three hours and a half, when the *Augusta*, being greatly disabled, struck. She had forty-seven men killed, and ninety-four wounded: capt. Stevens lost only five men killed, and fourteen wounded. He brought his prize into Plymouth. The same ship on the 19th day of November, fell in with the *Subtile*, a French frigate of twenty-six guns, and one hundred and ninety-four men, which he took off Ushant, and brought into Torbay. The Nottingham of sixty guns, and four hundred men, commanded by captain Saumarez, cruising off Cape Clear, on the 11th day of October, fell in with the *Mars* of sixty-four guns, and five hundred men, commanded by M. de Colombe, being one of the ships that had separated from D'Anville's fleet in the storm off Newfoundland. She was returning to Brest. After an engagement of two hours, in which the *Mars* had twenty-three killed and nineteen wounded, she struck: on board the Nottingham, only three men were killed, and nine wounded. On the 24th day of November, the *Namur* chased into the British squadron, another ship of D'Anville's fleet, named the *Mercury*, she had been converted

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into an hospital ship, and being a good sailor was got a head of the fleet, which was on their return. On the 26th day of December, the Gloucester of fifty guns, captain Saunders, and the Lark, of forty guns, captain Cheap, fell in with and took the Fort de Nantz, a Spanish galleon, of thirty-two guns and two hundred men, from La Vera Cruz, and the Havannah, both bound for Cadiz: their freight consisted of one hundred and five chests of silver registered, each chest containing about three thousand dollars, a great quantity of gold and silver unregistered, the whole amounting to three hundred thousand pounds sterling. The two prizes were brought into Plymouth.

The captures made by the French this year were as follow, viz. One man of war of fifty guns, a sloop of war, eight privateers, and three hundred and eighteen merchantmen in the European seas, which with those in America, made the whole number of prizes taken this year by the French, consist of one man of war of 50 guns, two sloops of war, nine privateers, one East-Indiaman, and four hundred and sixty-six merchant vessels; in all four hundred and seventy-nine: making the whole number of the British ships and vessels taken by the French, since the declaration of hostilities, amount to eleven hundred and twenty-two.

The Spaniards this year took one hundred and five British vessels in the European seas, and seventy-eight in America, in all one hundred and eighty-three; which made the whole number of British ships and vessels taken by the Spaniards, since the 3d day of October 1739, amount to one thousand seventy-one; and those taken in the year one thousand seven hundred and forty-six by the French and Spaniards, to consist of six hundred and sixty-two.

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The captures made by Great Britain were as follow, viz. Nine privateers, four register ships, and fifteen other Spanish vessels in the European seas, which with the captures in America, made the whole loss sustained by the Spaniards, during the year one thousand seven hundred and forty-six to consist in twenty-two privateers, ten register ships, and fifty-six other merchantile vessels, in all eighty-eight. These made the whole number of Spanish ships and vessels taken by the English since the commencement of the war to amount to one thousand and sixty. The captures from the French were four men of war, fifty-three privateers, and two hundred and three merchantile vessels in the European seas, besides seven sloops in the East-Indies, in all two hundred and seventy; making, together with the captures in America, the whole number of prizes taken from the French, in the course of the year, to consist in seven men of war, ninety-one privateers, twenty-three Turkey ships, five Guineamen, one hundred and forty-three Martinico and St. Domingo ships, twenty-one Newfoundland ships, seven sloops belonging to the French company in the East-Indies, and one hundred and thirteen other merchantile vessels, in all four hundred and ten; which were sixty-nine short of the prizes taken in the same year by the French alone, and one hundred and sixty-four short of those taken by the French and Spaniards jointly.

The whole number of prizes taken from the French from the 24th day of March 1744, amounted to eleven hundred and sixty; being thirty-eight more than those taken by the French*.

* At a court of admiralty held at Doctor's Commons, a cause was tried between the officers and crew of the Centurion, and those of the Gloucester. The question to be decided was, whether those of the latter ships were entitled to a proportionate share of the prize money.

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The war on the continent had continued six years, and now seemed to threaten a yet wider spread, by the Dutch republic openly declaring against France. At the commencement of the war, the queen of Hungary was upon the point of losing all her possessions. Soon after the unfortunate duke of Bavaria, who had been chosen emperor by the name of Charles VII. was banished from his throne, stripped of his hereditary dukedom, and shrunk from surrounding dangers. The duke of Savoy, now king of Sardinia, was then seen to change that side which some years before he had espoused, and to join with Austria and England, against the ambitious designs of France, while Italy still felt all the terrors of war, or rather saw foreigners contending with each other for her dominions; the French and Spaniards on one side, the Imperialists and the king of Sardinia on the other. Thus Italy, that once gave laws to the world, now saw the troops of Germany and Spain, by turns, enter into her territories; and, after various combats, she, at last, saw the Imperialists become masters. The Spaniards and French lost the most flourishing armies, notwithstanding the excellent conduct of the prince of Conti their general; and, at last, after a bloody victory obtained over the Spaniards at St. Lazaro, the beautiful city of Genoa, which had sided with Spain, was obliged to submit to the conquerors, to suffer all the indignities imposed upon them, and to pay a most severe contribution.

With the Centurion's people, their ship being lost. The court decreed in their favour, they being on board the Centurion at the time of the capture of the rich Acapulco ship, and equally assisting in the action. Another cause was tried in the court of chancery, which originated from a minor on board the Duke privateer, having sold his share of the prizes which had been taken in company with the Prince Frederic, for an inconsiderable sum. Lord chancellor Hardwicke decreed, that his proportion of the produce should be paid into the hands of proper guardians for his use.

The city of Genoa had, for ages before, maintained its own laws, and boasted of liberty. Besides its inner wall, it had another formed by a chain of rocks of more than two leagues extent; but both being built in those times when modern fortification was yet unknown, it was not thought, by its senate, capable of making a proper resistance. Upon submitting, the unhappy Italians too soon found that no mercy was to be expected from the court of Vienna, which had ever patronized oppression. More than a million sterling was demanded for a contribution; a tax, the payment of which must have utterly ruined the city. The magistrates did all in their power to pay the exorbitant sum demanded; and the German troops exercised every inhumanity in exacting it. The conquerors lived upon the people, and treated them with an insolence which was natural to them as conquerors; and as Germans. This republic little thought at the beginning of the war for the succession of the house of Austria, that she should be made the victim of it; but when the principal powers in Europe took arms, there is no little state that ought not to tremble. The Genoese were, at length, reduced to despair, and were resolved to make a last effort for the recovery of their liberty and independance. The Austrians took the cannon of the city, in order to transport them to Provence, where their arms had already penetrated. The Genoese themselves were obliged to draw those cannon, which they had once considered as the defence and ornament of their citadel. It was on this occasion that an Austrian officer struck one of the citizens, who had been employed in this laborious task. This blow served to animate the people with their former spirit of freedom. They took up arms in every quarter of the town, and surprized some battalions of the Austrians.

ans, surrounded others, and cut them in pieces. The senate, uncertain how to proceed, neither encouraged nor stopped the citizens, who drove the Austrians entirely out, and then appointed commanders, and guarded the walls with the utmost regularity.

In consequence of the parliamentary encouragement given to attempts for the discovery of a north-west passage through Hudson's bay to the seas of Japan and China, a subscription for ten thousand pounds was set on foot; it was divided into one hundred shares of one hundred pounds each, hereupon two ships were fitted out for the purpose of exploring this passage. They wintered at Port Nelson in Hudson's Bay, and the year following made several attempts to penetrate westward, but were obliged to return home without effecting any thing that might tend to the discovery. Another attempt was afterwards made from Philadelphia.

The parliament met on the 18th day of November 1746, when great unanimity appeared in granting the supplies, which this year rose to a most enormous height, being no less than nine hundred and twenty-five thousand two hundred and fifty-four pounds, but such were the wealth and satisfaction in the nation, that subscriptions were presently made for the whole sum. The usual number of seamen was voted at the usual rate, and no less than sixty thousand land-forces, including eleven thousand five hundred marines. The new taxes that were imposed to pay the interest of new created debt, were laid on windows, carriages, and spirituous liquors; a lottery took place according to annual custom, and a sum was drawn from the sinking-fund. These important matters being settled, the legislature sat about establishing several salutary regulations in

Scotland. The highlanders, who had till this time continued to wear the old military dress of the Romans, and who always went armed, were restrained in the use both of their dress and their weapons. To compensate for which, they were admitted to a participation of that liberty which their fellow-subjects of the British empire enjoyed, by an act of parliament, which took away the heretable jurisdictions in Scotland, extended the influence, benefit, and protection of the king's laws and courts of justice, to all his majesty's subjects in Scotland, and rendered the union more complete. Hereby all heretable jurisdiction of justiciary, and all regalities, other than the office of high-constable of Scotland, were, from Lady-day 1748, abrogated, totally dissolved, and extinguished; reasonable pecuniary compensations being made to the possessors of such heretable jurisdictions. All tenure of lands by wardship, which was a heavy grievance, and subjected minors to the absolute controul of their feudal lords in many cases, was totally abolished by this salutary statute, which may be termed, a new Magna Charta for Scotland. These were the most important occurrences during the winter; let us now attend to the farther progress of the war.

The arms of France under Marshal Saxe, had reduced the whole of the Austrian Netherlands to their obedience. In vain the Dutch negotiated, supplicated, and evaded war; they saw themselves stripped of all those strong barrier towns which defended their dominions from invasion; and they now lay almost defenceless, ready to receive terms from their conquerors. The Dutch, at this time, were very different from their forefathers, the brave assertors of liberty, in the beginning of the republic; the individuals of their state were now rich, while the government was poor; they had lost

in a spirit of traffic and luxury, all their generosity of sentiment, and desire of independence; they only sought riches, regardless of public virtue. They were divided in their councils between two factions which now subsisted, namely, that which declared for a Stadtholder, and that which, with attachments to France, opposed his election. The prevalence of either side was almost equally fatal to liberty; if a Stadtholder were elected, they then saw their constitution altered from a republic to a kind of limited monarchy; if the opposite party prevailed, they were to feel the weight of a confirmed aristocracy, rendered permanent by French power, and crouching under its authority. Of the two evils they chose the former; the people, in several towns, inflamed almost to tumult and sedition, compelled their magistrates to declare for the prince of Orange as Stadtholder, captain-general, and admiral of the United Provinces. The effect of this resolution immediately appeared; all commerce with the French was prohibited; the Dutch army was augmented; and orders were issued to commence hostilities against the French by sea and land.

In the course of the war victory and miscarriage had alternately attended all parties; so that each state grew more feeble, and none acquired any real recompence for the losses sustained. The French gained a considerable victory at Roucroux in Flanders, over the allies, although it procured them no real advantage; and it cost them a greater number of lives than those whom they obliged to retire. The Dutch, in this general conflict, seemed the greater losers. A victory gained over the allies at La Feldt served to reduce them to a still greater degree of distrust in their generals, than they had hitherto shewn: but
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the taking of Bergen-op-Zoom, the strongest fortification of Dutch Brabant, and which put the French in possession of the whole navigation of the Schelde, threw them almost into despair. But these victories, in favour of France, were counterbalanced with almost equal disappointments. In Italy, the French general, marshal Belleisle's brother, at the head of thirty-four thousand men, attempted to penetrate into Piedmont; but his troops were put to the route, and he himself slain.

The naval force of Great Britain at this time was immensely great, that of France comparatively inconsiderable. During the long administration of cardinal Fleury, the improvement of the French marine made no part of his system of government, on which account he never excited the jealousy of the maritime states against France. The British navy consisted of ninety-two ships of the line, thirty-five fifty gun ships, and one hundred and seventeen frigates, from sixteen to forty guns. Notwithstanding this unprecedented degree of strength, the French by dint of superior vigilance and address, had carried on their commerce during the war with little loss; had seldom been worsted, and never disgraced. That spirit which had formerly animated our naval commanders, (for our sailors were as brave and expert as ever) might have been thought to have deserted us, if the conduct of some individuals had not displayed it in its pristine glory. It is the executive government of a country that, in general, gives energy and effect to its martial operations; and when ministers are weak, supine, or enervated, it is well if those whom they employ do not imbibe the same qualities. Such reflections are painful to every man who feels for the honour and prosperity of his country; but the conduct of the war to the period we are now entering upon, was

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such, as demand them from an historian; 'tis with the utmost pleasure that we now enter on a period in which more active measures were adopted, and glorious success followed.

The miscarriage of the French fleet which was sent to America the preceding year, had not discouraged France from attempting the recovery of Cape Breton, the importance of which to their possessions in Canada they were fully sensible of. A fleet was therefore prepared in the spring of the year 1747, to proceed to America, and the command given to M. de la Jonquiere, chef d'Escadre. With this force they flattered themselves with the hopes, not only of regaining what they had lost, but of annexing Acadia to their possessions, when they should be assisted by the strength which they could draw from Canada. The designs of this enterprising nation did not stop here. In the east they meant to push their conquests, and had already in idea, dispossessed their rivals of every fort and factory which they held in those extensive regions. For this purpose another squadron was prepared, which to be commanded by M. de St. George, who was to succeed Bourdonnois *.

These two squadrons were to put to sea together, and proceed with the trade ships destined both for the eastern and the western worlds, so far as their courses were the same.

The English ministry was apprized of this armament, and resolved to intercept it. A fleet was

* The intrigues of Du Pleix, governor of Pondicherry, had caused Bourdonnois to be sent to Europe a prisoner. On his arrival in France he was shut up in the bastille, and after remaining there three years and a half, his judges found him innocent of the charges brought against him. In his confinement he contracted a mortal distemper, of which he died soon after his acquittal. No recompence was made to his family for these his unmerited sufferings. The public, indeed, bestowed upon him the flattering title of *Le Bourdonnois*, the *Avenger of France*, and the *Victim of Envy*.—*Voltaire*.

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therefore got ready, the command of which was given to vice-admiral Anson and rear-admiral Warren; it consisted of the following ships:

Ships.	Commanders.	Men.	Guns.
Prince George,	{ Vice-admiral Anson, Captain Bentley,	750	90
*Devonshire, -	{ Rear-admiral Warren, Captain West,		
*Namur,	Boscawen,	—	480
Monmouth,	Harrison,	—	400
Prince Frederick,	Norris,	—	400
*Yarmouth,	Brett,	—	400
Princess Louisa,	Watson,	—	400
*Defiance,	Grenville,	—	400
Nottingham,	Saumarez,	—	400
*Pembroke,	Fincher,	—	400
*Windsor,	Hanway,	—	400
*Centurion,	Denis,	—	300
Falkland,	Barradel,	—	300
*Bristol,	Hon. Will. Montague,	300	50
Ambuscade,	Capt. John Montague,	250	40
Falcon sloop,	Gwynn,	—	100
Vulcan fireship,	Pattigrew,	—	100

Those marked * were the only ships engaged.

This squadron sailed from Plymouth on the 9th day of April, the fleet sailed from Plymouth and proceeded to Cape Finisterre, and there cruised in expectation of the enemy. On the 3d day of May, the Cape bearing S. E. distant twenty-four leagues, the expected fleet appeared in sight, consisting of thirty-eight sail. When they discovered the British fleet, nine of their ships shortened sail, and drew into a line of battle a-head, while the other twenty-nine stretched to the westward with all the sail they could set. The British squadron likewise formed

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in line of battle, but the rear-admiral perceiving that the enemy began to sheer off, as the ships they convoyed were got a considerable distance, advised admiral Anson to haul in the signal for the line, and hoist another for giving chase and engaging, otherwise the French would in all probability escape by favour of the night*. This proposal was embraced, and the signal for the whole fleet to chase and engage without any regard to the line of battle, was thrown out; soon after which the engagement was begun by the Centurion, who had got up with the sternmost ship of the French about four o'clock in the afternoon. Two of the largest French ships bore down to the assistance of the ship which was attacked. The Namur, Defiance, and Windsor, being the next headmost ships, soon entered into action with five French ships, and a terrible fire was kept up on both sides. The Centurion soon lost her main-top-mast, which occasioned her to drop astern to refit, which was no sooner done than captain Denis brought his ship again into action. Captain Grenville of the Defiance bravely bore down to the assistance of the Namur, who was sustaining an unequal contest with the French ships, and bringing his ship on her starboard bow, relieved her from the fire of one of the enemy's ships, by receiving it into his own. After a very sharp contest the three British ships had so disabled their five antagonists that they would infallibly become an easy prey to that part of the British fleet which was yet astern; the Namur, Defiance, and Windsor, therefore, made sail a-head to prevent the van of the French from escaping. In the mean time rear-admiral Warren, in the Devonshire, came up with and engaged the French commodore la Jonquiere, in the

* Smollet's History of England, Vol. XI. p. 285.

Serieux. As he approached, the Frenchman saluted him with a terrible fire, to which he made no return until he was within pistol shot, when his great guns dealt such havoc to his adversary as obliged her presently to strike. No sooner had the rear-admiral made himself master of this prize, than he made up to the other French commander in the *Invincible*, although a ship of much superior force to his own, but her main-top-mast had been already shot away by the *Namur*. As soon as he had discharged his first broadside, the hon. captain Montague, in the *Bristol*, bore down to second him, and presently dismasted the *Invincible*; and the furious assault that was made upon her, both by the *Devonshire* and *Bristol*, struck her men with such terror, that they were incapable of standing to their guns. The spirit with which our captains were animated on this occasion, appears from the following circumstance. When the *Bristol* had begun to engage with the *Invincible*, captain Fincher, in the *Pembroke*, attempted to get in between her and the French ship, but there not being room enough, the commander of the *Pembroke* hailed the *Bristol*, and bid her put her helm a-starboard, or his ship would run foul of her; to which captain Montagu replied, "Sir, run foul of me, and be d——, neither you, nor any man in the world, shall come between me and my enemy." When the *Invincible* fired only her musquetry, captain Montagu left her to be picked up by the ships astern, when commanding his sails to be filled again, he said, "My boys, we will have another of them," and immediately gave chase to two of the enemy, which were spreading all their sail to get away, but he presently reached the *Diamond* of fifty-six guns, and four hundred and eighty men, and after an engagement within pistol-shot, which

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lasted near an hour and three quarters, the enemy being dismasted, and one of her upper-deck guns bursting, and her rigging shattered to pieces, she struck. When the Bristol's lieutenant went on board, he was astonished at the scene of destruction which presented itself; her poop and quarter-deck were like a slaughter-house, streaming with blood, and strewed with mangled limbs and carcases of the dying and the dead*.

While the *Namur*, *Defiance*, *Windfor*, *Centurion*, *Yarmouth*, *Pembroke*, and *Devonshire*, were engaging some of the French ships, and pursuing others, vice-admiral Anson, in the *Prince George*, came up to the *Invincible*, but before he fired upon her, all the French ships in the rear struck their colours between six and seven, as did all those that were in the line before night.

At seven o'clock, the vice-admiral brought to, having detached the *Monmouth*, *Yarmouth*, and *Nottingham*, in pursuit of the convoy, who then bore west by south-west, at about four or five leagues distance, being followed by the *Falcon* sloop all the time of the engagement, whose captain was ordered to make signals for a guidance to the other ships, by which means the *Vigilante*, and *Modeste*, of twenty-two guns each, with the *Dartmouth*, formerly an English privateer of eighteen guns, and fifty men, were taken; being the only East-India ships that

* The honourable captain William Montagu was the youngest son of Edward-Richard viscount Hinchinbroke, and brother to the present earl of Sandwich. He commanded the *Mermaid* at the taking of Cape Breton, from whence he was dispatched with commodore Warren's advice to the admiralty. On August 23, 1745, he was commissioned captain of the *Prince Edward*; and having afterwards the command of the *Bristol*, he took the *Urbena*, a rich Spanish register ship. In November of that same year, he was elected one of the knights for the county of Huntingdon; and in the succeeding parliament served for the borough of Boffiney, in Cornwall. He married Charlotte, daughter of Francis Nailour, of Offord-Darcy, in the county of Huntingdon, Esq. but died on February 10, 1757, without issue.—*Collins's Peerage*, Vol. III. p. 302.

fled from the engagement. Six other ships of the convoy fell into the hands of the English, but the rest escaped by favour of the night.

The French behaved with great gallantry in this action, but the impetuous valour of the English was irresistible; their sailors far surpassed those of the French, both in discipline and firing, and as only eight English ships were engaged, the superiority on our side was not very great. The British ships suffered severely in their masts and rigging; about five hundred and twenty were either killed or wounded. On the side of the French about 700 were either killed or wounded*. But the greatest loss sustained by the conquerors was from the death of captain Grenville, of the *Defiance*; who, though no more than 28 years of age at the time of his death, was an excellent officer, regretted by the whole fleet, lamented by his admiral, and deplored by his king and country. He was nephew to lord Cobham, youngest brother to the present lord Temple, brother-in-law to Mr. Pitt, and maternal cousin to the late lord Lyttelton. His uncle caused a pedestal to be erected to his memory, in the temple of British worthies, at Stow-Gardens; and his cousin lamented his loss, and sung his praises in tender elegiac strains †.

Captain

* The French ships taken on this glorious day were as follow, viz.

		Guns.	Men.
Le Serieux	{ M. de la Jonquiere	66	556
L'Invincible	{ Chef d'Escadre		
Le Diamont	M. de St. George	74	700
Le Jason	Hoquhart	56	450
Le Rubis	Beccarel	52	355
La Gloire	M'Carty	52	328
	Saleffe	44	330

Ships belonging to the East-India Company, fitted out as men of war.

L'Apollon	De Santons	30	132
Le Philipart	Cellie	30	170
Le Thetis	Macon	20	100
Le Dartmouth	Penoche	18	50

† On the 22d day of May the corpse of captain Grenville was landed at Stokes Bay, where a hearse waited to receive it, to convey it to the family.

Captain Boscawen, of the *Namur*, was wounded in the shoulder by a musket-ball, but no other officer of the British fleet was hurt. M. de la Jonquiere,

bury'd him in a vault at Wootten. The corpse was attended at Spithead by all the boats of the Squadron to which he belonged. His sword was drawn, and laid across the coffin; and from the time of the boats putting off from the ship's side to their landing, minute-guns were fired by the whole Squadron, who likewise hoisted their colours half mast high, on the melancholy occasion.

The following is the inscription to the memory of captain Grenville, on a pedestal in Stow-gardens:

Sororis suæ Filio
T H O M A E G R E N V I L L E

Qui navis perfectus regiæ
Ducente classem Britannicam Georgio Anson
Dum contra Gallos fortissime pugnaret
Dilaceratæ navis ingenti fragmine
Femore graviter percusso,
Perire, dixit moribundus, omnino satius esse
Quam inertie reum in judicio fisci;
Columnam hanc rostratam
Laudans & mærens posuit
C O B H A M.
Insigne virtutis, eheu! rarissimæ
Exemplum habes,
Ex quo discas

Quid virum præfectura militari ornatum
Deceat

M D C C X L V I I.

Lord Lyttelton's verses are as follow:

To the memory of captain Grenville, of the *Defiance* man of war, who was slain in an engagement with the French fleet, May 3, 1747.

Ye weeping Muses, Graces, Virtues, tell,
If since your all-accomplish'd Sydney fell,
You, or afflicted Briton e'er deplor'd
A loss like that these plaintive lays record?
Such spotless honour! Such ingenious truth!
Such ripen'd wisdom in the bloom of youth!
So mild, so gentle, so compos'd a mind,
To such heroic warmth, and courage join'd!
He too, like Sydney, nurs'd in learning's arms,
For nobler war forsook her softer charms:
Like him possess'd of ev'ry pleasing art;
The secret wish of ev'ry female heart;
Like him cut off in youthful glory's pride,
He unrepining, for his country died.

But nobler far, and greater is the praise
So bright to shine in these degen'rate days;
An age of heroes kindled Sydney's fire,
His inborn worth alone could GRENVILLE's deeds inspire.

the

the French chef d'Escadre, was shot under the blade-bones of both his shoulders; one of his captains was killed, and another lost a leg. The French fleet would have separated in a day or two if this disaster had not befallen it. The *Invincible* and *Jason* were to have proceeded to the East-Indies, with the trade and store-ships, and the rest have bent their course for Canada. Our victorious fleet brought their noble acquisition into Portsmouth, with all the exultation attendant on glorious and decisive victory. A considerable quantity of silver was on board this captured fleet, which was brought through the city of London in twenty waggons, guarded by marines, and lodged in the bank. The share of prize money to each private seaman on board the British fleet, amounted to seven pounds five shillings and six-pence; every petty officer received thirty-eight pounds four shillings; the next rank of officers one hundred and thirty-three pounds, and each lieutenant two hundred and ninety-three pounds. "Of the silver taken at this time," says Voltaire, "some money was coined, the legend of which was the word *FINISTERRE*, which served both as a flattering remembrance of the victory, and an encouragement to the people: it was a glorious imitation of the ancient custom among the Romans, of engraving in this manner on their current money, the most remarkable events of their empire *.

On their return to London, vice-admiral Anson was created a peer, by the title of lord Anson, baron of Soberton, in the county of Southampton; and rear-admiral Warren was invested with the order of the Bath.

These honours were soon followed by a general promotion of naval officers, when Sir Chaloner

* *Siecle de Louis XV. chap. 28.*

Ogle, James Steuart, Esq; and the honourable George Clinton, Esq; were appointed admirals of the white; William Rowley, William Martin, and Isaac Townshend, Esqrs. admirals of the blue; Henry Medley, Esq; lord Vere Beauclerk, and lord Anson, vice-admirals of the red; Perry Mayne, Esq; and Sir Peter Warren, vice-admirals of the blue; Edward Hawke, William Chambers, and Charles Knowles, Esqrs. rear-admirals of the white; and the honourable Edward Boscawen, Esq; rear-admiral of the blue.

The British cabinet now discovered a degree of vigilance to which they had been strangers during the war. Before this blow had been struck, the lords of the admiralty had appointed another squadron to intercept a large fleet of French merchantmen, which were homeward bound from St. Domingo; the command of which expedition was given to captain Fox, in the Kent. He had with him,

The Kent, seventy guns.

Hampton-Court, seventy.

Eagle, sixty.

Lion, sixty.

Chester, fifty.

Hector, forty-four.

With the Pluto and Dolphin, fireships.

The commodore sailed on the 10th day of April, and took his station in the bay of Biscay, and on the 20th day of June at four in the morning, they appeared in sight, being then in the latitude of 47 deg. 18 min. north; Cape Ortegal in Galicia, the most northern promontory in Spain, bearing south-east. This fleet consisted of one hundred and seventy sail, and was convoyed by Monsieur du Bois de la Motte. He had with him the Magnanime, seventy-four guns, the Alcide, sixty-four, the
Arc

Arc en Ciel, fifty-eight, and the Zephyr, thirty-six. The French were to windward, but the British squadron chased them the whole day, and at night the French men of war were distant from the Kent about two leagues, but the English ships having been two months out of harbour, were foul and sickly, so that they could gain but little upon the French men of war, although they had all their sails set, and the French were under their top-sails and fore-sails. On the evening of the 21st they began to gain upon the enemy, when the French spread their main-sails, and top-gallant-sails, and went away without making any signal either by light or gun, and in the night got clear off. The merchant-ships were now left defenceless; the English ships therefore pursued them and took several. The 23d a great many more fell into their hands. Some of the ships that escaped from these pursuers fell into the hands of Sir Peter Warren, who had sailed from Plymouth on the 6th day of June, with a squadron to intercept such ships as might escape from commodore Fox. The whole amount of the captures made in these successful expeditions, was as follows:



A LIST

VOL. IV

French Ships Names.
La Marie Susanne

Tons. Men.
120 15

Lading.
sugar

By what Ship taken.

AP. II

French Ships Names.	Tons.	Men.	Lading.	By what Ship taken.
La Marie Sufanne	120	15	sugar, indigo, cotton and coffee	Kent.
La Fortune	150	27	sugar, indigo, coffee and hides	
L'Esperance	400	66	sugar and indigo	
Le Jeune Isaac	300	27	sugar, indigo, coffee and hides	
L'Industrie	200	17	sugar, indigo and hides	Advice.
La Flora	320	28	sugar, coffee, indigo and hides	
Le Vainqueur	200	23	sugar and coffee	
Le St. Efprie	500	130	sugar, indigo, cotton and coffee	
L'Atlas	380	44	sugar, indigo and coffee	Lion.
Verge de la Garde	300	27	sugar, coffee, indigo and hides	
Le Pontcaru	350	29	sugar, coffee and indigo	
Le Magnifique	100	12	sugar, coffee and indigo	
Le Pere de Famille	160	13	sugar, indigo and cotton	Oxford.
La St. Anne	96	7	sugar and coffee	
Le San	150	8	sugar	Eagle.
Notre Dame de Grace	400	44	sugar, indigo and coffee	
St. Malo	370	36	sugar, coffee and indigo	
Europa	350	12 dead in the passage.	30 sugar, coffee and indigo	
Charlotta	150	10 dead in the passage.	24 sugar, coffee, indigo, cotton and hides	Eagle.
St. Clare	100	20	sugar, coffee and indigo	
Marthal de Saxe	120	22	sugar and indigo	
L'Esperance	120	20	sugar, coffee and indigo	

French Ships Names.	Tons.	Men.	Lading.	By what Ship taken.	
				Hector, and Dolphin fire-ship.	Of these prizes, taken by the Kent
Neceffaire	450	65	fugar and coffee	—	1
St. Mathiew	380	34	fugar, coffee and indigo	—	5
Famille	190	13	fugar, coffee and indigo	—	4
La Reine d'Ange	175	21	fugar, coffee, indigo and leather	—	1
La Belle Judith	160	24	fugar	—	1
Duc de Villeroy	250	26	fugar	—	1
Perfeft	350	40	fugar	—	1
Justice	270	25	fugar and indigo	—	1
Two Sisters	150	22	fugar and indigo	—	1
St. Joseph	120	11	fugar and hides	—	1
Matharicelle	260	26	fugar	—	1
Society	230	men left her.	fugar.	—	1
Vigilant	230	29	fugar and coffee	—	1
Louisburgh	135	13	fugar, cochineal, indigo and coffee	—	1
L'Amiable Martha	300	men left her.	fugar and indigo	—	1
Neptune	150	18	fugar	—	1
Claffar	130	20	fugar	—	1
Laurieta	130	20	fugar	—	1
Catherine	135	men left her.	indigo and fugar	—	1
Printemps	300	ditto	fugar and indigo	—	1
Le Petite Fond	100	19	fugar and hides	—	1
Reine Marie	180	21	fugar	—	1
Paix	250	23	fugar	—	1
Triumphant	300	35	fugar, indigo and coffee	—	1
Le Charles Auguste	250	42	fugar, coffee, indigo and hides	—	1
				Hampton-Court.	

CHAP.
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After three years of languid war, the destruction of the French navy and commerce was now to be effected by a rapid succession of victories. A very large fleet of French merchant-ships, consisting of two hundred and fifty-two sail, were assembling at the Isle of Aix, to proceed from thence to the West-Indies; they were escorted by the following strong squadron of men of war.

Ships.	Commanders.	Guns.	Men.
L'Intrepide	Count de Vandreuil	74	686
Le Trident	M. Demblimont	64	650
Le Terrible	Count Dugue	74	686
Le Tonant	{ M. de Letendeur Chef d'Escadre }	80	822
Le Monarque	M. de Bedoyerre	74	686
Le Severn	M. Durouret	56	550
Le Fougeux	M. Duvigneau	64	650
Le Neptune	M. Fromenturre	70	686
		556	5416

The French commander had also another ship, called the Content, of sixty guns and five hundred men, belonging to the East-India Company, and many frigates from thirty-six guns downwards.

No sooner was intelligence of this fleet received by the British ministry, than the lords of the admiralty caused a fleet to be got ready to intercept them also; the command of which was given to rear-admiral Hawke, whose force was as follows, viz.

Ships.	Commanders.	Men.	Guns.
Devonshire	{ Rear-admiral Hawke, Captain Moore }	550	66
Kent	—— Fox	480	64
Edinburgh	—— Cotes	480	70
Yarmouth	—— Saunders	500	64
		Y y 2	Mon-

Ships.	Commanders.	Men.	Guns.
Monmouth	Captain Harrison	480	70
Princess Louisa	——— Watson	400	60
Windsor	——— Hanway	400	60
Lion	——— Scot	400	60
Tilbury	——— Harland	400	60
Nottingham	——— Saumarez	400	60
Defiance	——— Bently	400	60
Eagle	——— Rodney	400	60
Gloucester	——— Durell	300	50
Portland,	——— Stevens	300	50
		5890	854

This fleet sailed from Plymouth on the 9th day of August, and continued to cruise for some time on the coast of Bretagne. The whole French fleet of seven sail from the Isle of Aix on the 6th day of October, with an east-north-east wind, which ceasing, they were obliged to anchor in the road of Rochelle, from whence they sailed the next morning, and made for the latitude of Belle-Isle on the southern coast of Bretagne, where they arrived on the 10th, then stretching sail from the land.

On the 14th at seven in the morning, the English fleet being in latitude forty-seven deg. forty-nine min. north, and longitude from Cape Finisterre one deg. two min. west, the Edinburgh made a signal for seeing seven sail in the south-east quarter, upon which rear-admiral Hawke immediately made the signal for all the fleet to chase; about eight he saw a great number of ships, so crowded that he could not count them; but at ten he made a signal for forming a line of battle a-head. The French commodore, when he first saw the British squadron in the horizon, making swiftly after him, took

them

them for some of his own fleet; but when he discovered what they were, he threw out a signal for the merchantmen to make the best of their way, and at the same time made a signal for the men of war to form the line of battle; the Intrepide, Trident, and Terrible composed the van, the Tonant, and Monarque the centre, and the Severn, Fogueux, and Neptune the rear. It was of the last importance that this line should form immediately; but the preservation of the merchant ships being the principal object, it was necessary to leave intervals; so that before they could all pass through, a considerable time was elapsed, during which admiral Hawke made his dispositions; and discovering that the escape of the convoy was their chief intention, made the signal for chasing before the line was formed, and in half an hour, observing that the headmost ships were within a proper distance, he made the signal to engage, which was immediately obeyed. The Lion and Princess Louisa began the engagement about a quarter before twelve, passing through a terrible fire, from the rear to the van of the French, who had the weather-gage, they were followed by the rest of the ships as they came up; the Lion, Louisa, Tilbury, Eagle, Windsor, and Yarmouth behaved with the greatest intrepidity, and the French received them with the utmost bravery. Rear-admiral Hawke received several fires at a distance before he could get near enough to engage the Severn, which he soon silenced, and left to be taken up by the frigates a-stern. Then perceiving the Eagle and Edinburgh to be somewhat disabled by the Tonant, kept as near the wind as possible in order to assist them; but the attempt was frustrated by the Eagle's falling twice on board the Devonshire, having had her wheel shot to pieces, all the men at it killed, and all her
braces

braces and bowlings gone, which forced the rear-admiral to leeward, and prevented his attacking either the *Monarque* or *Tonant*, within any distance to do execution. He however attempted both, especially the latter; but while he was engaged with her, the breechings of all the lower deck guns of the *Devonshire* broke, and the guns flew fore and aft, which obliged her to shoot a-head, because her upper and quarter-deck guns could not reach the *Tonant*. Captain Harland in the *Tilbury*, observing that the *Tonant* fired single guns at the *Devonshire*, with a view to dismast her, tacked and stood in between her and the *Devonshire*, and gave her a very smart fire. By this time the new breechings were all seized on board the *Devonshire*, and she was got almost along side of the *Trident* of sixty-four guns, which the rear-admiral immediately engaged, and soon silenced by a very brisk fire; but observing the *Kent*, which appeared to have received little or no damage, at some distance a-stern of the *Tonant*, he flung out the signal for captain Fox to make sail a-head and engage her. The admiral also seeing some of his squadron at that time not so closely engaged as he could wish, made the signal for coming to a close engagement; and soon after the *Devonshire* got within musket shot of the *Terrible*, who struck her colours at seven o'clock at night, as the *Trident* had done before. In the mean time captain Saunders in the *Yarmouth*, lay two hours closely engaged with the *Neptune*, which had one hundred men killed, and one hundred and forty wounded, and had lost almost all her masts before she struck, which she did about four o'clock. The *Monarque*, *Fougueux*, and *Severn*, surrendered about the same time.

During the heat of the action, the *Intrepide* tacked about

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about towards the Tonant, and passed through the midst of the British ships firing on both sides. As soon as she came up with the Tonant, she got under her stern, and those two ships maintained a fight for half an hour with the British ships that assailed them. Captain Saunders in the Yarmouth, being enraged to see the French admiral and the Intrepide getting away, proposed to Captain Saumarez in the Nottingham, and Captain Rodney in the Eagle, who were within hail, to pursue them. The measure was so perfectly consonant with the inclinations of these two gallant officers, that the three British ships bore down immediately on the flying Frenchmen, and engaged them almost an hour; but Captain Saumarez being unfortunately killed by a shot from the Tonant, the Nottingham hauled her wind, which gave the French an opportunity of escaping under favour of the night; when they proceeded to a small port one hundred leagues west of Ushant, where they repaired their shattered ships, and soon after returned to Brest, having lost upwards of two hundred men on board the Tonant and Intrepide.

As soon as the Terrible, Monarque, Neptune, Trident, Fogueux, and Severn had struck, and it beginning to grow very dark, admiral Hawke thought proper to bring to for that night. And as it was not possible to dispatch any ships after the convoy, he manned and victualled the Weazle sloop, and sent her express to commodore Legge, who commanded the squadron stationed about the leeward islands, with an account of what had happened, by which means ten of the merchantmen were taken.

The French had above eight hundred men killed and wounded, and three thousand three hundred taken prisoners. Among their slain was M. Fromentierre,

mentierre, who commanded the *Néptune*; and the French commodore received a violent contusion on the right shoulder, and another on one of his legs. We had one hundred and fifty-four men killed and five hundred and fifty-eight wounded; the only officer of distinction which we lost was the brave captain Saumarez, who was first lieutenant to commodore Anson, during the latter part of his voyage round the world; and being trained by that able commander, he became, what all the other officers who served in that expedition have proved, a very skilful and a very brave seaman. A plain monument is erected to his memory in Westminster Abbey*.

Rear-admiral Hawke arrived with his six prizes at Portsmouth on the 31st day of October, and was

* The inscription on this monument is as follows:

Orbe Circumcincto.

Sacred to the memory of Philip De Saumarez, Esq. One of the few whose lives ought rather to be measured by their actions than their days. From sixteen to thirty-seven years of age he served in the navy; and was often surrounded with dangers and difficulties unparalleled: always approving himself an able, active, and gallant officer. He went out a lieutenant on board his majesty's ship the *Centurion*, under the auspicious conduct of commodore Anson, in his expedition to the South Seas; he was commanding officer of the said ship when she was driven from her moorings at the Island of Tinian.

In the year 1746, being captain of the *Nottingham*, a sixty gun ship, he (then alone) attacked and took the *Mary*, a French ship of sixty-four guns. In the first engagement the following year, when admiral Anson defeated and took a squadron of French men of war and Indian men, he had an honourable share; and in the second under Admiral Hawke, when the enemy after an obstinate resistance was again routed, in pursuing two ships that were making their escape, he gloriously but unfortunately fell.

He was the son of Matthew de Saumarez of the island of Guernsey, Esq; by Ann Durell of the island of Jersey, his wife.

He was born November 17, 1710; killed October 14, 1747.

Buried in the old church at Plymouth,

With all the honours due to his distinguished merits;

And this monument is erected out of

Gratitude and affection

By his brothers and sisters.

soon after created a knight of the Bath, for his gallant behaviour*.

Nothing can shew the vain-glorious spirit of the French nation in a stronger light, than the romantic account of this battle, which was published by authority. In order to raise their own prowess to the highest pitch, they represented the British fleet as consisting of twenty-three line of battle ships, and the number of cannon and small shot which they speak of having expended, is prodigious. The French officers are certainly brave, but their vanity is still more conspicuous than their courage.

Admiral Hawke in his dispatches expressed himself very pointedly with respect to the backwardness of captain Fox, in the Kent, to engage, and desired that a court-martial might be appointed to enquire into his conduct. One was thereupon held at Portsmouth, on the 25th day of November following. Sir Peter Warren, president, assisted by rear-admirals Osborne, Forbes, and Chambers; and the captains Martin, Parry, Harrison, Prett, Kerpel, Jelse, Delangle, West, Dennis, and Pratten. The charge against him read by the judge-advocate, was, that he did not come properly into the fight, nor do his utmost to engage, distress, and damage the enemy, nor assist his majesty's ships who did. The witnesses in support of the charge were, captain Watson, of the Louisa, captain Coats, of the Edinburgh, captain Saunders of the Yarmouth, and captain Rodney, of the Eagle; which last deposed, that he was engaged between two fires, when captain Fox could easily have come to his assist-

* Our blunt British tar in the advice which he sent to the admiralty of this action, says, "As the enemy's ships were large, except the *Severne*, they took a great deal of drubbing, and lost all their masts, excepting two, who had their foremasts left."

ance, but did not. On the other hand, the captain called a number of witnesses who were unanimous in attesting, that he discovered every appearance of personal courage during the action. So contradictory was the evidence on both sides, that whilst one swore that the Kent did not engage but at a great distance, the other went to prove that she engaged the Fougueux three quarters of an hour, within musket and pistol-shot, till she struck; that the Kent then shot a-head, and engaged the Tonant for half an hour, and carried away her main-top-mast; when the Kent forged a-head, her braces, preventers, and hoppers, being all shot away. The trial continued till the 21st day of December, when the court gave their opinion that part of the charge was proved: that captain Fox had been guilty of backing his mizen-top-sail, and leaving the Tonant, contrary to the 11th and 12th articles of war. They acquitted him, at the same time of the charge of cowardice; but because he paid too much regard to the advice of his officers, contrary to his better judgment, the sentence was, that he be dismissed from the present command of the Kent. This officer had been ten years a captain in the navy, during which time his conduct was unimpeached; his majesty therefore soon restored him to his post, and in August 1749, promoted him to the rank of a rear-admiral.

In the Mediterranean vice-admiral Medley commanded; and having been re-enforced in the spring of the year by some ships under the command of rear-admiral Byng, his fleet consisted of the following men of war:

	Guns.			Guns.
Barfleur	90	Bedford		
Carolina		Essex		
Dorsetshire	80	Royal Oak		
				70
				Norfolk

	Guns.			Guns.
Norfolk	80	Dunkirk	}	60
Ruffel		Rupert		
Somerfet		Superbe	}	50
Torbay		Colchester		
		Litchfield	—	
		Besides Frigates.		

With this force he continued to block up the Spanish fleet in the harbour of Carthagena; he also assisted the Austrian general on the coast of Villa Franca, and was very vigilant in intercepting all succours intended for the Genoese. Admiral Medley died on the 5th day of August, when the command devolved on rear-admiral Byng, who pursued the same plan of conduct as his predecessor had done.

The trade-ships to North America being under the convoy of the Warwick, of sixty guns, captain Erskine, and the Lark, of forty guns, captain Cruikshanks; these two ships fell in with the Glorioso, a Spanish ship, of seventy-four guns, and seven hundred and fifty men, off the Western Islands, on the 14th day of July. She had sailed from the Havannah, with an immense treasure on board, and must have fallen a prize to the English ships had each commander done his duty. Captain Erskine in the Warwick, attacked her with great intrepidity, and fought until his ship was entirely disabled; but being unsustained by his consort, he was obliged to haul off, and the Glorioso arrived in safety at Ferrol. There the silver was landed, and she proceeded on her voyage to Cadiz. In her way thither, on the 7th day of October, she was met by the King George, Prince Frederic, Duke, and Princess Amelia privateers; the two former of whom engaged her for three hours, but without success. The next morning two large ships appeared, and proved to be English men of war. The first that came up

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was the Dartmouth, of fifty guns, captain James Hamilton, a gallant youth, who, notwithstanding his inequality of force, engaged her without waiting to deliberate upon it; but in the heat of the action, his ship, accidentally taking fire, was blown up. The Prince Frederick instantly put out her boats, but could only save a lieutenant, (Mr. Obrien) and eleven fore-mast-men. By this time the second ship had come up, which proved to be the Russel, captain Buckle, from the Straits; but to him the Spaniard did not strike until a warm engagement had ensued.

In the East-Indies commodore Griffiths protected Fort St. David's, and the other British settlements, from the designs which the French had formed against them, but his strength was not sufficient to enable him to undertake any enterprize of importance against the enemy; the ministry of England therefore, who were now roused from their long lethargy, resolved to equip a fresh armament; which, in addition to the force already there, should be able to retrieve the disgrace which Great Britain had suffered in that quarter of the world, and to dispossess the French of their valuable settlement of Pondicherry. For this purpose several independent companies were raised, and in the sequel embarked on board a strong squadron, the command of which was given to the honourable rear-admiral Boscawen, an officer of tried bravery, and very superior knowledge in naval affairs.

In the course of the year 1747, the British cruisers were so alert and successful, that they took six hundred and forty-four prizes from the French and Spaniards, whereas the loss of Great Britain in the same time, did not exceed five hundred and fifty.

Some of the most considerable engagements between single ships during this year are the following: In the month of August, the Viper sloop fell

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ADMIRAL BARRINGTON.

Vol. 6. Part 1.

CHAP. I.

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in with the *Hector*, a South-sea ship of six hundred tons, twenty-eight guns, and fifty-six men, in lat. 46. 30.—34 leagues, N. E. of Ushant, and after engaging her an hour and a half, she struck. She had about seven thousand pounds in specie on board, but had put on shore at the Canaries two hundred thousand pounds.—In the same month, the hon. captain Barrington in the *Bellona*, fell in with a French outward-bound East-Indiaman, named the *Duke de Chartres*, of seven hundred tons, thirty guns, and one hundred and ninety-five men, within three leagues of Ushant, when after an engagement of two hours she struck. She was laden with beef, flour, brandy, wine, and oil, and had on board three mortars, and a great number of shells.—The *Tyger*, and *Tygress* privateers, of Bristol, the former of which was commanded by captain Siex, fell in with the *Conquerant*, a Spanish privateer of twenty guns, and two hundred and twenty men, and two French privateers of twenty-six, and twenty guns, which they obliged to strike, and brought them safe into port. For which service the merchants presented captain Siex with a valuable piece of plate.—The Royal Family privateers of Bristol, took a valuable Spanish prize, called the *Nympha*, which, however, was forced a-shore off Beachy-head in a violent storm; but the gold on board her, with other valuable effects, were saved.

Although the parliament had now continued to sit no more than six years, yet his majesty thought fit to exercise the power with which the constitution had invested him, and to dissolve that house of commons, and call a new one. Accordingly on the 8th day of June, a proclamation was issued for dissolving the parliament and chosing another house of commons. On the 20th day of July, the earl of Sandwich embarked for Holland, having been appointed, together with Sir Thomas Robinson, a plenipotentiary

plenipotentiary on the part of Great Britain, to settle the terms of a general peace; for which purpose the belligerent powers nominated ministers, to assemble at Aix-la-Chapelle.

On the 10th day of November, both houses of Parliament assembled at Westminster. The commons unanimously elected Mr. Onslow their speaker. On the 12th his majesty delivered his speech from the throne, in which he congratulated his parliament on the signal successes of the British navy, and the happy alteration in the government of the United Provinces. He informed them that a congress would soon be opened at Aix-la-Chapelle, to concert the means for effecting a general peace, and reminded them that nothing would more conduce to the success of this negotiation than the vigour and unanimity of their proceedings. The addresses from both houses echoed back the sentiments of the speech, and the most cordial agreement prevailed between the king and his parliament. This new house of commons were not less liberal in their grants than their predecessors: forty thousand seamen were voted, and sixty thousand five hundred land forces, including eleven thousand five hundred marines. They continued the subsidies to the queen of Hungary, the czarina, the king of Sardinia, the electors of Mentz and Bavaria, the Hessians, and the duke of Wolfenbuttle, amounting to about a million and a half: they granted the sum of two hundred thirty-five thousand, seven hundred and forty-nine pounds, two shillings and ten-pence *, to the provinces of New

* The proportion was as follows, viz.

	£.	s.	d.
Massachusetts Bay	183,649	2	7
New-Hampshire	16,355	13	4
Connecticut	28,863	19	1
Rhode Island	6,332	12	10
James Gibson	547	15	10
	235,749	2	10

England.

England, to reimburse them the expences of reducing Cape Breton; and about one hundred and fifty-two thousand pounds were given to the Scottish-claimants, in lieu of their jurisdiction. The whole of the supplies for the year 1748, amounted to very near nine millions, of which the greater part was raised on a loan by subscription, chargable on a new subsidy of poundage, exacted from all merchandize imported into Great Britain. In this session the practice of insuring French and Spanish ships at London, being deemed the sole circumstance that prevented a stagnation of commerce in those countries; it was therefore prohibited by law, under severe penalties: and this step of the British parliament was probably a means of accelerating the treaty of peace. Several other prudent measures were taken in the course of this session for the benefit of the public; and among these we may reckon an act for encouraging the manufacture of indico in the British plantations of North America; an article, for which Great Britain used to pay two hundred thousand pounds yearly to the subjects of France. The session was closed on the 13th day of May, when the king informed both houses that the preliminaries of a general peace were actually signed at Aix-la-Chapelle by the ministers of Great Britain, France, and the United Provinces; and that the basis of this accommodation was, a general restitution of the conquests which had been made during the war. Immediately after the prorogation of parliament, his majesty set out for his German dominions, after having appointed a regency to rule the realm in his absence*. But first he made several naval promotions in consequence of which the list of admirals stood as follows:

* Smollet's History of England, Vol. XI. p. 295.

Admiral

Admiral of the Fleet.

Sir John Norris.

Admirals of White.

Sir Chaloner Ogle,

James Steuart, Esq;

Hon. Geo. Clinton,

Wm Rowley, Esq;

Admirals of Blue.

Wm Martin, Esq.

Isaac Townshend, Esq;

Lord Vere Beauclerk,

George Lord Anson.

Vice-Adm. of Red.

Perry Mayne, Esq;

Sir Peter Warren,

Hon. John Byng.

Vice-Adm. of White.

Henry Osborne, Esq;

Hon. Fitz. Hen. Lee,

Thomas Smith, Esq.

Vice-Adm. of the Blue.

Thomas Griffin, Esq;

Sir Edward Hawke.

Rear-Adm. of Red.

Wm Chambers, Esq;

Cha. Knowles, Esq;

Rear-Adm. of White.

Hon. John Forbes,

Hon. Edw. Boscawen.

Rear-Adm. of the Blue.

Robert Mitchel, Esq;

Charles Watson, Esq;

As the duke of Bedford succeeded the earl of Chesterfield as secretary of state, the earl of Sandwich was appointed first lord of the admiralty, and John Stanhope, Esq; filled up the vacancy at that board.

Notwithstanding the ministry were thoroughly disposed to accede to terms of peace, yet the voice of the nation called for a continuance of the war. The naval strength of France was now so greatly reduced, that nothing but vigilance and spirit on the part of Great Britain was wanting to annihilate the commerce of that enterprizing rival, and to subdue their settlements in every quarter of the world. The naval strength of Great Britain had increased during the conflict, and the wealth of Spain was likely to be made our own: the house of Bourbon had no force capable of repelling our attacks. The ministry on the other hand had different objects in view. France had been as successful in Flanders as England had been

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at sea; and in order to check her progress there, an army of thirty-seven thousand Russians was taken into pay, which would render the allies superior in force to their adversary. But they dreaded the great abilities of marshal Saxe; and wished ardently to terminate the war on the continent, where there was every thing to lose and nothing to gain. Such was the situation, and such were the views of the contending powers at the beginning of the year 1748.

In the West-Indies rear-admiral Knowles commanded in the Jamaica station; his squadron consisted of the following ships:

Ships.	Commanders.	Men.	Guns.
Cornwall;	{ Rear-admiral Knowles, Captain Chadwick }	600	80
Plymouth	——— Dent	400	60
Elizabeth	——— Taylor	400	64
Canterbury	——— Brodie	400	60
Strafford	——— Rentone	400	60
Warwick	——— Innes	400	60
Worcester	——— Andrews	400	60
Oxford	——— Toll	300	50
Weazel and Merlin sloops.			

With this force he sailed from Port Royal harbour on the 13th day of February, having on board a detachment of two hundred and forty men, from the regiment commanded by governor Trelawney, who accompanied the admiral in the expedition, with a design to attack the Spaniards at St. Jago de Cuba; but the winds continuing to blow from the north, the ships could not by any means approach that island; it was therefore agreed to make an attempt upon the French at Port Louis, on the south side of Hispaniola, or as it is more generally called St. Domingo, where the admiral arrived on the 8th day of March; and in the afternoon of the

same day, his ships drew up within pistol-shot of the walls. This place was defended by a strong fort, mounting seventy-eight guns, and had six hundred men, commanded by M. de Chaleaunoye. The garrison played furiously upon the ships all the time they were advancing, which was not returned until they had got into their stations, and were moored in a close line a-head, when they returned the salute, and repaid their favours with interest. Captain Rentone in the *Strafford*, was killed by a shot which took off his thigh, before the ship came to an anchor. The engagement now became warm on both sides, in the midst of which the besieged sent out a fire-ship with a design to drop on board the *Cornwall* or the *Elizabeth*, but their intentions being observed, boats were manned, which towed her off, notwithstanding the French musketry played upon them very sharply. They likewise took two vessels, which were prepared for fireships. For three hours this furious cannonading between the ships and the fortrefs continued, when at length the French were unable any longer to stand to their guns, which were no sooner silenced than the admiral summoned the governor to surrender. Terms of capitulation were settled that evening, by which the fort was surrendered to his Britannic majesty, and the whole garrison engaged not to serve against Great Britain or her allies for the term of one year; both soldiers and officers were permitted to march out with their arms, colours flying, and drums beating; but without cannon, mortars, or any ammunition whatever. All the officers were allowed to carry such baggage as they pledged their honour for being their own, but subject to inspection if that should be thought necessary. All negroes and mulattoes that served the officers were secured to them, but all others that were in the fort were to

be delivered up as the property of the captors, together with the fort, and all the cannon, munitions and appurtenances. These stipulations being mutually agreed to, the British troops marched into the town that evening. The garrison had one hundred and sixty men killed and wounded; the loss on board the ships was only seventy killed and wounded. Amongst the dead was the brave captain Rentone, as already mentioned, and captain Cust; the latter went out a volunteer in the expedition.

The rear-admiral found three ships, a snow, and three privateer sloops in the harbour, all of which he took possession of, but as the fort was deemed of little use to the present possessors, the admiral gave orders it should be blown up.

The town of St. Louis was built in the beginning of the present century, and lies at the bottom of a bay which forms an indifferent harbour; for the anchorage is very unsafe during the equinoxial gales. The French possessions on the island of St. Domingo, extend one hundred and eighty leagues along the sea-coast, looking towards the north, the west and the south. The southern part extends from Cape Tiburon to the point of Cape Beata, which takes in about fifty leagues of the coast, which is more or less confined by a ridge of mountains, which run lengthways from east to west along the whole island.

Admiral Knowles after having settled the conditions for the security of the town, proceeded to put in execution his first design against St. Jago de Cuba; and it should seem that new sentiments had been adopted concerning the manner of attacking that settlement since admiral Vernon commanded in the West-Indies: then it was thought impregnable from the sea*, but now it was resolved to attack

* See page 152.

it with the fleet. On the 5th day of April, admiral Knowles arrived with his fleet off the harbour. Captain Dent of the Plymouth, being the senior captain, laid claim to the post of honour, and therefore insisted on going in first; he was seconded by the Cornwall. As soon as he began to advance, he discovered a boom laid a-cross the mouth of the harbour, on the other side of which two large ships and two small ones were drawn up; these were filled with combustibles, and ready to be fired and sent in among the British fleet, if they should happen to break the boom and enter the harbour. In this situation our ships fired some broadsides at the castle, and received some shot from thence, which killed one or two men on board the Cornwall. Captain Dent seeing the desperate nature of the service in which he was engaged, called his officers together to take their opinions concerning the measures proper to be taken. It appeared to them that the ships would be exposed to the most imminent danger if they attempted to break the chain: in consequence of which they relinquished the attempt, and the rear-admiral returned to Jamaica with the fleet.

The admiral was highly displeased at the conduct of captain Dent, (although nothing but the most unwarrantable rashness could have urged him on to sacrifice the lives of his men, and to risk the loss of his ship by pushing forward,) he therefore exhibited a charge against him to the board of admiralty when he returned to England; in consequence of which, captain Dent was tried by a court-martial for misconduct, of which charge he was honourably acquitted.

The vigilance of admiral Knowles, whilst on the Jamaica station, secured the trade of that island from all annoyance; at the same time commodore Pocock, who had succeeded commodore Legge on the leeward

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leeward station, not only protected the trade to the
Caribbee Islands, but blocked up the French in
Martinico, and reduced them to great extremity.
Whilst admiral Knowles was thus discharging his
duty as an active officer, his grand object was to
intercept the Spanish plate fleet from la Vera Cruz,
in its way to the Havannah, for which purpose he
cruised with six ships of war off the Tortudas's bank.
In the mean time, the Lenox, captain Holmes,
sailed from Jamaica on the 25th day of August, with
a convoy of merchantmen for England. The rapi-
dity of the current prevented their passing through
the windward passage, so that they were obliged to
bear away for the gulph of Florida. Whilst they
were pursuing this course, on the 29th day of Sep-
tember in the morning, they descried seven sail of
large ships bearing down upon them, which proved
to be the Spanish fleet, commanded by admiral
Riggio. Captain Holmes made a signal for his
convoy to save themselves in the best manner they
could, whilst he stood towards the enemy; but
when it grew dark, he spread all his sail to reach
admiral Knowles, being acquainted with the station
he had chosen. The next morning he joined him,
and gave advice of what had happened, whereupon
the rear-admiral made sail to meet the Spaniards,
and came up with them on the 1st day of October
in the morning, between the Tortugas and the
Havannah. At sight of each other both squadrons
prepared for an engagement: they consisted of the
following ships:

The BRITISH SQUADRON.

Ships.	Commanders.	Guns. Men.
Tilbury,	Captain Powlett,	400 60
Strafford,	Brodie,	400 60
		Cornwall

Ships.	Commanders.	Men. Guns.	
Cornwall,	{ Rear admiral Knowles, Captain Taylor,	} 600	80
Lenox, 70 guns, but only 56 aboard,			
Warwick,	——— Holmes,	400	56
Canterbury,	——— Innes,	400	60
Oxford,	——— Clarke,	400	60
	——— Toll,	300	30
		Total 2900 426	

The SPANISH SQUADRON.

Invincible,	Rear-admiral Spinola,	700	74
Conquistadore,	Don de St. Justo,	610	64
Africa,	Vice-admiral Reggio,	710	74
Dragon,	De la Pas,	610	64
New Spain,	Barrella,	610	64
Royal Family,	Forrestal,	610	64
Galga,	Garrecocha,	300	26
		Total 4150 440	

The Spanish admiral immediately formed his line of battle, the Invincible leading the van, followed by the Conquistadore; the Africa and Dragon in the centre; the New Spain and Royal Family in the rear; and the Galga frigate without the line. Rear-admiral Knowles had formed his disposition,

by placing the Tilbury in the van, followed by the Strafford; the Cornwall and Lenox in the centre; the Warwick and Canterbury in the rear; and the Oxford out of the line. Admiral Reggio waited for admiral Knowles, who had the advantage of the wind, but did not make use of it till about two o'clock, when the Spaniards began to fire, though at too great a distance to do execution; but soon after the English admiral made the signal for the Tilbury to bear down upon the enemy; the Strafford followed her; the Cornwall edged down close upon the Spanish vice-admiral; the Lenox bore down on the Dragon, and about half an hour after two the action began, with a brisk fire on both sides, though the Spaniards had greatly the advantage, the Warwick and Canterbury being so far a-stern that they could not fire a shot for above two hours. Rear-admiral Knowles being got within pistol-shot of admiral Reggio, discharged all his artillery and musquetry at the Africa, together with eight cohornes; but was so warmly received by the Spaniard, that after lying half an hour along side of the Africa, he was obliged to fall a-stern of his own squadron, having lost his main-top-mast, and the yard shot in two, which rendered him unable to come again into the line. So favourable a beginning flattered the Spaniards with a compleat victory; but the Conquestadore having her main-top-sail-ties shot away, was obliged to fall a-stern of the Spanish squadron, where admiral Knowles, who had now refitted his ship, bore down and attacked her. The action was long and bloody, in which don de St. Justo, the Spanish captain, was killed; but the second captain, who made a noble defence, did not surrender the ship, till the granada shells had set her on fire three several times, when she struck. At the time that the Cornwall retired out of the

the line, the *Lenox* shot up into her place, abreast of the Spanish admiral, where captain Holmes was hotly engaged; having no less than three of the Spanish ships firing upon him above an hour; when the *Warwick* and *Canterbury* came up very seasonably to his assistance. The action was now closer and warmer than ever, and continued so till eight in the evening, when the Spaniards edged away towards the *Havannah*, which was but a small distance from them: the British ships kept close to them, and did great execution; but the Spaniards at last got safe into port, except the *Conquestadore*, which was taken, and the *Africa*, which having lost her masts, was forced ashore by the *Lenox*, where she was afterwards burnt.

The Spaniards had eighty-six men killed; and one hundred and ninety-seven wounded in the battle; among the former were don Thomas de St. Justo, captain of the *Conquestadore*, don Vincent Quintana, second captain of the *Africa*, with don Pedro Garrecocha, the captain of the *Galga*, and among the latter was admiral Reggio, with fourteen other officers. The English had fifty-nine men killed, and one hundred and twenty wounded, but no officer among them.

The British admiral, after the destruction of the *Africa*, appeared off the *Havannah*, with the *Conquestadore*, which now made one ship in his fleet, braving his enemy in their harbour. Whilst he continued here, an advice-boat from Old Spain fell into his hands. The information which they received from this ship spread a general dejection through the fleet, as it brought the unwelcome news that the preliminary articles for a general peace were signed, and that all hostilities were to cease. The prospect of possessing the Spanish galleons, now that admiral Reggio and his fleet were defeated, was

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very promising, that every individual had in his own mind reduced it to a certainty, and it was supposed to have on board forty millions of dollars. Their chagrin was farther heightened, by the intervention of night having prevented them from doing farther execution on the Spanish men of war, during the engagement, which most probably would have been entirely taken or destroyed, by two hours farther continuance of day light.

From these causes arose those ill humours and bickerings that afterwards broke out among the captains, and between them and their admiral. Indeed, when the conduct of the rear-admiral afterwards came to be enquired into by a court-martial, his judges gave it as their opinion, that while admiral Knowles was standing for the enemy, he might by a different disposition of his squadron, have begun the attack with six ships, as early in the day as four of them were engaged. He was likewise censured for continuing his flag on board the Cornwall after she was disabled, when he should have immediately shifted it to some other ship, in order to have conducted and directed during the action, the operations of the squadron entrusted to his care and conduct; but the fullest proof was given of his personal courage*. This action closing the naval

* This court-martial was held on board his majesty's yacht the Charlotte at Deptford; and continued from the 11th to the 20th days of December, 1749. Admiral Rowley presided, and the court was composed of the following officers of the navy. Sir Edward Hawke, rear-admiral Forbes, captains Thomas Sturton, William Parry, Merrick de L'Angle, Richard Haddock, Matthew Buckle. The court unanimously agreed that rear-admiral Knowles fell under part of the fourteenth article of war, and was guilty of *negligence*; and also under the twenty-third article. The court therefore unanimously adjudged him to be reprimanded, for not bringing up the squadron in closer order than he did, and not beginning the attack with as great force as he might have done; and also for not shifting his flag on the Cornwall being disabled.—The contention which had arisen between the captains who commanded in this squadron, arose to such an height, that a duel was fought in Hyde park, between two of them. In this rencounter one lost his life, the other was indicted for murder, tried at the Old-Bailey, convicted, and received sentence of death; but his majesty granted him his free pardon, and afterwards promoted him to the command of a ninety gun ship.

transactions of the war, we shall now conduct our readers to the other section of the globe.

When commodore Griffin arrived in the East-Indies he superseded his inactive predecessor, and found himself at the head of a formidable squadron, consisting of the York, Princess Mary, Exeter, and Medway of sixty guns, the Harwich, Preston and Winchester of fifty; the Eltham, Pearl, and Medway's prize of forty, and the lively of twenty guns. With this force he blocked up Pondicherry during the whole of the month of August 1746, and by his dispositions prevented their receiving any supplies for a considerable time afterwards. He also burnt the Neptune man of war in Madrafs road; to compensate for which the French took the Princess Amelia, one of the ships belonging to the English East-India company, who not knowing of the capture of Madrafs, put in there, the French having constantly kept the English colours flying, in order to draw in ships of that nation. This stratagem had well nigh deceived many more, who with great difficulty effected their escape.

The whole of the year 1747, was passed without any material occurrences in the East. The English commodore made no attempt either to reduce Pondicherry, or to recover Madrafs. The French had been very assiduous in repairing the fortifications of the former of these places, where they then mounted one hundred and eighty cannon; they had also erected six additional forts to flank the exterior works: the magazines and arsenals were well provided; and the garrison, with the military Indians, formed a body of four thousand five hundred men. Madrafs was also greatly strengthened, so as to be capable of withstanding any force which the English had in those parts to bring against it; so that every thing remained quiet expecting the arrival of ad-
miral

Admiral Boscawen, when the tempest of war was again to burst forth. At length, on the 29th day of July, 1748, this brave officer arrived at Fort St. David.

Admiral Boscawen in his passage, had made an attempt to reduce the island of Mauritius or Isle de France. This settlement lies in the Indian ocean, between the 19th and 20th degrees of latitude, and about one hundred leagues to the east of Madagascar. It was first discovered by the Portuguese; after them the Dutch took possession of it, but abandoned it after they became possessed of the Cape of Good Hope; they gave it the name of Mauritius, in honour of prince Maurice their Stadtholder. It then remained uninhabited until the French landed there in 1720. As the commerce from the port of l'Orient to the East-Indies became considerable, it was found necessary to establish a refreshing place for the ships during their long passage; this occasioned a colony to be sent to the Mauritius; and that Bourdonnois, whom we have seen reduce Madras, was the man chosen in 1735, to establish the settlement.

On the 23d day of July, admiral Boscawen appeared before this island, his instructions from the board of admiralty being to attempt the reduction of it in his way to the Coromandel coast. He found the French every where prepared to receive him at the entrance of the harbour, which is situated on the eastern side of the island, the situation of which is naturally well suited to repel an enemy. The admiral finding that every avenue which was favourable for landing, was guarded by a battery, ordered out the masters of the six line of battle ships, which he commanded, to reconnoitre the western side of the island. They reported that a reef of rocks run all along about twenty yards from the shore, which rendered it impossible for boats to approach it.

These were fatal obstacles to a descent, especially as the wind constantly blew out of the harbour, across the mouth of which a large ship of two tier of guns lay with her broadside pointed. A council of war, composed of principal sea and land officers, was then called, in which it was resolved, to send three ten-oared boats, and to endeavour to surprize and get a prisoner from the shore, who could inform them of the strength of the enemy. The attempt was accordingly made, but it proved ineffectual. The next morning the council again met. When it appeared to them, that as the reduction of the island of Mauritius was not the chief design of the expedition, and as it appeared to be so well defended, an attack must be made with considerable loss; they were therefore of opinion that no attempt should be made on the place, but that the squadron should proceed to the coast of Coromandel, so as to begin the operations there before the monsoons shifted.

Admiral Boscawen lost no time in undertaking the siege of Pondicherry. A camp was formed about a mile from fort St. David, where the troops were reinforced by the marines serving in the squadron of rear-admiral Griffin, by which the army consisted of three thousand six hundred and ninety soldiers, near four hundred to serve the artillery, and two thousand Indians. These the admiral proposed to march by land to Pondicherry, while the command of the ships was entrusted to captain Lisle of the Vigilant, who was directed to anchor with his whole squadron two miles to the south of the place. Captain Pawlet of the Exeter, had been sent before to anchor off the town, with the Chichester, Pembroke, and Swallow sloop. Assisted by these ships, he was directed to take the soundings wherever his boats could come, to determine how near the ships might approach the town. These

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measures being taken, all communication by sea with Pondicherry was effectually cut off. All this time the French Squadron was cruising in the straits of Malacca.

On the 8th day of August, the army began to march, and approached the town without being much annoyed by the enemy. The garrison of Pondicherry consisted of two thousand European troops, and three thousand Indians. Dupleix, who was governor of the place, had taken every precaution to strengthen it both towards the sea, and where it could be approached by land. As the place had become considerable since the Dutch made an easy conquest of it fifty years before *, so due attention had been paid to render it a place of defence. As soon as admiral Boscawen approached the town, he detached his grenadiers and piquets with a body of Indians to attack the fort of Aria Coupan, which lies about three miles from Pondicherry, on the side of a river from whence it is named. In this attempt they lost major Goodyer, the commanding officer of the artillery, whose knowledge and experience were essentially necessary to conduct their approaches. On the 13th day of August, the whole army marched to join the detachment; and in the afternoon eleven hundred seamen, whom the admiral had caused to be disciplined on board, and exercised in platoons, under the command of captain Lloyd, were landed; these mounted guard, and did all other duties with the regular troops. Four twelve and four eighteen pounders being landed, on the 16th at night, a battery of four guns was opened against the fort, but through the unskilfulness of the engineers it did no execution. On the 18th another battery, erected by the artillery officers, began to play with

* See Vol. II. page 463.

great success. The French made a desperate sally, with a view to destroy this battery; and having with them sixty European horse, they at first threw the British advanced guard into confusion, but these soon rallied, and forced the French to retreat with considerable loss, having made the commanding officer of the horse a prisoner. Soon after this repulse, one of the French batteries blew up, and destroyed one hundred and twenty of their men. The besiegers now pushed on their attack with redoubled spirit, until at length the fort blew up also, immediately upon which the troops rushed in.

The admiral was now possessed of an important post, which he lost no time in repairing. On the 28th he began to land trenching-tools, and other necessaries, to break ground before the place, which was begun on the 20th at night. On the 1st day of September, the French made a sally upon the besieger's intrenchments, with five hundred Europeans and eight hundred Indians, but were repulsed by the advanced guard, which consisted only of one hundred men, with considerable loss. In this action M. Paradis, their chief engineer, was mortally wounded. These successes encouraged the hopes of the besiegers; but the slow progress which the engineers made in completing the batteries, fatally retarded the operations. On the 25th day of September the batteries began to play on the town, but the French had raised three fascine batteries, which played on the trenches of the besiegers, with considerable effect: they were indeed indefatigable in using every possible means for the defence of the place: by opening sluices they had formed an inundation in the front of the British lines, which effectually obstructed their farther approaches.

Whilst the siege was thus carried on by land, a bomb-ketch was brought in, which played upon

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the citadel night and day. The French were not backward in returning these salutes, and the engineers presently got the length of the vessel so exactly, that she was obliged to discontinue her fire in the day time, and change her station. The obstinate defence made by the besieged, determined the admiral to bring the whole fleet into action; accordingly captain Leslie was ordered to extend the men of war before the town, in line of battle, and pour their broad-sides into the place. At first the French returned their fire very briskly, but soon after discontinued it, while they plied the batteries warmly on the land side. Captain Adams of the Harwich was killed in this attack, having his thigh shot away by a cannon-ball.

As the fire from the ships was found to be ineffectual, and the body of water with which the town was environed, rendered it impossible to storm the place; after every method had been tried to reduce it, without effect, the admiral called a council of war. It appeared that the army was daily weakened by sickness, brought on by the excessive fatigue that the troops endured; the months and rainy season were approaching, and daily expected, when the siege must necessarily be raised, and that with the loss of the artillery and stores. It was farther to be apprehended, that the rivers would thereby be rendered impassable, and the retreat of the army to Fort St. David be cut off; besides which, the fleet would be exposed to the most imminent danger of perishing on the coast. For these reasons it was unanimously resolved to embark the stores and cannon, and raise the siege. On the 6th day of October the army struck their tents and began to march back to Fort St. David, the seamen and the artillery having been previously re-embarked on board the fleet. Such was the unsuccessful

cessful issue of this expedition against Pondicherry, in which upwards of one thousand men were lost. On the side of the French, the number destroyed was somewhat less considerable; however, five hundred Europeans fell during the siege. The British admiral displayed all the abilities of a gallant and experienced commander, but by the issue of the siege, Du Pleix bore away the wreath of fame. The Indian nations conceived a high opinion of the French, from the success which crowned their arms, and they began to grow respected in those parts, as the first and greatest of the European powers. But this superiority was of short duration. The court of France was so highly pleased with the conduct of Du Pleix, that he was invested with the grand ribbon of the order of St. Louis; an honour which had never before been conferred on any man out of the military service.

The most considerable captures made by the English during the year 1748, were as follow: seventeen French ships richly laden from the Levant, taken by admiral Byng's squadron; the *Magnanime*, a French man of war, of seventy-four guns, and six hundred and eighty-six men, commanded by the marquis d'Albert, Chef d'Escadre, fell in with the *Nottingham*, captain Harland, and the *Portland*, captain Stevens, to whom after six hours engagement she struck, having forty-five men killed and one hundred and five wounded; the *Nottingham* had sixteen killed and eighteen wounded, the *Portland* only four wounded; the *Jason*, a French East-India ship, of seven hundred tons, thirty guns, and one hundred and eighty men, from Port l'Orient to Pondicherry, with stores and ammunition, and eight cases of silver, taken by the *Salisbury* man of war, captain Edgcombe, and brought into Plymouth; the *Grand Biche*, a French privateer, of

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twenty-two guns, and one hundred and sixty men, which had been very active during the whole war, was taken by the *Bellona* man of war, captain Campbell; the *Teresa*, a Spanish register ship, from the Havannah, with sixty thousand dollars in specie; besides a very rich cargo, taken near Cadiz, by the *Tyger* privateer of Bristol, captain Seix; the *St. Victoire*, of three hundred and fifty tons, sixteen guns, six pounders, and forty-nine men, with wine, brandy, and bale goods, from Bourdeaux to Canada, taken by the *Prince of Orange* privateer of Guernsey, of eight carriage guns, and fifty men, captain Vesconte, after a fight of seven hours, at the second boarding: the captain received a musket-shot through the thigh, and his lieutenant four balls in his thigh, at the first broad-side, but both kept the deck and fought to the end. The privateer had two men killed and five wounded; a South Sea ship, valued at sixty thousand pounds, taken by two Rhode Island privateers; another Spanish prize, valued at thirty thousand pounds, was taken by the *Port Mahon* man of war, and carried into Boston.

The Spaniards, during the war, lost one thousand two hundred and forty-nine ships, and the French two thousand one hundred and eighty-five; amounting in the whole to three thousand four hundred and thirty-four. The English lost one thousand three hundred and sixty ships, taken by the Spaniards, and one thousand eight hundred and seventy-eight, taken by the French; amounting together to three thousand two hundred and thirty-eight, being one hundred and ninety-six less in number than their captures during the whole course of the war. Several of the Spanish prizes were immensely rich; many of the French were of considerable value; and although the English lost some ships of great value, yet it has been computed that Great Britain gained

on the balance near two millions during the war. So that although the government was impoverished thereby, individuals were enriched. How much the power of France at sea had suffered in this contest, will appear from the following

List of all the French King's Naval Force at the Peace of Aix la Chapelle.

Of the Line.

		Guns.			Guns.
Tonnant	—	80	Bourbon	—	56
Margravine	—	80	Mars	—	56
Intrepide	—	74	Heureux	—	56
Esperance	—	74	Tigre	—	56
Duc d'Orleans	—	74	Arc-en-Ceil	—	56
St. Esprit	—	74	Neptune	—	54
Ferme	—	74	Carillon	—	54
Superbe	—	74	Brillant	—	50
Jeust	—	74	Lacrime	—	50
Dauphine	—	74	Trito	—	50
Achilles	—	74	Aquillon	—	50
Centaur	—	74			
Northumberland	—	70			
Lifs	—	70			
Solide	—	64			
Leopold	—	64			
Content	—	64			
Toulouse	—	60			
St. Louis	—	60			
Constance	—	60			

FRIGATES.

Argonant	—	46
Anglesey, Eng.	—	44
Zephire	—	30
Attalante	—	30
Votage	—	26
Venus	—	26
Flore	—	20

Of these, seven were worn out and unserviceable. One half of the French navy had fallen into the hands of Great Britain during the war, besides such as had been destroyed and lost.

The peace was at length concluded, and signed on the 17th day of October. By it all prisoners on each side were to be mutually released without ransom, and all conquests restored. Thereby, whatever had been conquered by France in the Austrian and Dutch Netherlands, was given up to their former possessor; and as it was agreed that the same restitution should be mutually made between Great Britain and France, of all forts or territories subdued during the war, Fort St. George in the East-Indies was restored to the English company; and on the other hand, the island of Cape Breton, and its town and fortrefs of Louisbourg, were restored to France. The king of Great Britain agreed to send, immediately after the ratification of the treaty, two persons of rank and distinction to reside in France, as hostages, until restitution should be made of Cape Breton, and all the other conquests which his Britannic majesty should have atchieved in the East or West-Indies, before or after the preliminaries were signed. Hereby the assiento contract, with the article of the annual ship, was confirmed for four years, during which the enjoyment of that privilege had been suspended since the commencement of the war: Dunkirk was to remain fortified on the land-side; and, towards the sea, continue on the footing of former treaties. All the contracting powers became guaranties to the king of Prussia, for the duchy of Silesia and the county of Glatz, as he then possessed them; they likewise engaged to secure the empress queen of Hungary and Bohemia, in possession of her hereditary dominions, according to the pragmatic sanction. The other articles regulated the forms and times fixed for their mutual restitution, as well as for the termination of hostilities in every part of the world. But the right of the English subjects to navigate in the American seas, without

being searched, was not once mentioned; though this claim was the original source of the differences between Great Britain and Spain*: nor were the limits of Acadia ascertained, although it had been agreed by the treaty of Utrecht, that commissioners should be appointed within two years after the ratification of that compact, who should finally determine that matter; no such adjustment had been made, and this point, with all other matters of dispute between the two nations, were again referred to the same vague and imaginary decision; which meant, in short, nothing more than to get rid of the subject for the present: the negotiators on the part of Great Britain had neither penetration enough to discover that the foundation for future bloody wars was laid in this superficial manner, of reconciling the jarring interests of the two nations, nor patriotism sufficient to excite them to secure a permanent peace to their country, by entering into laborious discussions of her rights. Considering the superficial manner, in which questions of the utmost importance were decided upon, the peace of Aix la Chapelle was rather a suspension of arms than the restoration of stable tranquillity. The treaty of Utrecht had long and justly been a subject of reproach to those by whom it was negotiated, but the treaty that was now concluded, was, if possible, still more despicable and erroneous.

We shall close the chapter with some remarks on the state of commerce, during this period.

The French having considerably gained upon England in her trade to the ports in the Levant Seas, partly by the shortness of the voyage thither from Marseilles, and farther, from their having

* Smollett's History of England, Vol. XI. p. 301.

established manufactures of such kinds of slight woollen cloths, as were suited to the climate of the country whither they were exported; these having less intrinsic value than the cloth manufactured in England, they could afford to sell at a cheaper rate. Another advantage enjoyed by the French in their trade with the Turks was, that they could supply them with sugar, indico, and other articles of merchandize, on better terms than their rivals. On these accounts the Levant trade from Great Britain was found very much to decline; and it became a question much agitated in the year 1744, whether the shortest way for England's regaining the ascendancy in that very important branch of commerce, would be, to lay the Turkey trade entirely open to all British subjects? In consequence hereof, a bill was brought into parliament for enlarging and regulating the trade to the Levant Seas; which was founded upon the principle, that the number of traders in an open trade, would enable the English to undersell the French, and recover the ground which they had gradually lost. Whilst this bill was depending, our Turkey or Levant Company, was heard at the bar of the house of commons. They readily admitted that their trade was much decayed, but proved to the satisfaction of the house, that laying that commerce open would not have a tendency to benefit it. The advantages which France possessed of manufacturing their shewey and slight cloths with Spanish wool, would remain the same. They stated that the wars, which Peter czar of Muscovy had waged in Persia, had put a stop to the trade in silk, which the English had formerly carried on from the ports of Aleppo and Smyrna, not less than a thousand bales, worth about one hundred pounds each, having been annually sent from the province of Ghilaun, through Turkey, which the

com-

company took in barter for their own woolen cloth. This article of trade, as well as rhubarb, is now transported through Russia. They represented that a decrease of one half at least, in the consumption of sundry drugs, had been occasioned by the change of fashions, as well as in gauls, goats-wool, and mohair-yarn: that the great increase of Italian and Spanish raw-silk also lessens the vent for Turkey raw-silk, although those silks are bought with ready money; whereas the Turkey raw-silk is taken in return for the British manufactures sold there. The causes of the decline of trade being thus pointed out, the company proceeded to represent their claims to protection: that confiding in the royal charters and privileges which had been granted them, they had at a large expence supported the charge of an ambassador at Constantinople; and of consuls in other parts of Turkey: as also in obtaining and renewing the needful capitulations with the Ottoman Port; and also in making considerable settlements at Constantinople, Aleppo, Smyrna, and other places, the benefits arising from which the bill depending, if passed into a law, would entirely deprive them of. These arguments had such weight with the house, that the bill was thrown out. The Jews were very active in promoting this bill; therefore, to procure its rejection, the friends of the company industriously propagated a clamour, that these people would, if admitted into this trade when laid open, engross it entirely to themselves, the Jews in Turkey being the agents for the principal people there, and the general brokers for merchants; so that by combining among themselves, they are able very much to influence the prices of merchandize.

The

The stock and funds of the bank of England at this time, were as follows :

	£.
1. The original capital doubled, and reduced to three per cent. interest, is —	3,200,000
2. By cancelling exchequer bills 3d. Geo. I. at 4 per cent. —	500,000
3. Purchased in the year 1722, of the South Sea Company, at four per cent. —	4,000,000
4. Annuities charged on the surplus of the funds of lottery, 1714, at four per cent. —	1,250,000
5. Annuities at four per cent. charged on the duty of coals since Lady-day, 1710 —	1,750,000
Total Bank capital —	10,700,000

Beside the several three per cent. lottery annuities, transferable at the Bank, viz. of the year 1731, eight hundred thousand pounds of the year 1742 : eight hundred thousand pounds of the year 1743 : one million, eight hundred thousand pounds of the year 1744 : all which annuities are entirely separate and distinct from what is known by the name of the capital stock of the Bank as above stated. Those annuities being entitled to the rate of interest stipulated by parliament, whereas the capital stock of the Bank was entitled to all the benefit of that company's banking, in the fullest extent. It is, however, to be observed here, that although the above sum of ten million seven hundred thousand pounds was actually due from the public to the Bank, yet the transferrable capital in the Bank books, as divided

vided among all their proprietors, was really no more than nine million eight hundred thousand pounds Bank stock, there being the sum of nine hundred thousand pounds undivided capital remaining in that company's corporate capacity, the interest of which was divided among the proprietors. The profits of the company, by banking, arose from various transactions; such as circulating government's Exchequer bills, and by other dealings with the public; by discounting merchants bills of exchange; by dealing in foreign bullion, and making temporary loans. By these means, the corporation was enabled to divide annually, at this time, five and a half per cent. on their transferrable capital. The yearly profits made by the Bank of England, may be found by the following calculation;

Dividend made by the Bank of England of five and a half per cent. to the proprietors of 9,800,000l.	} £.	539,000
Annual interest paid to the Bank by the public, on 3,200,000l. at three per cent. is	} —	96,000
— On 7,500,000l. at four per cent. is		300,000
Total interest received from the Bank of England, from the Public	} —	396,000
Annual profits made	—	143,000
		539,000
If from this we deduct the interest paid by government on their undivided capital of 900,000l. at four per cent.	} —	36,000

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Then the clear annual profits of the	}	
Bank, by their money concerns		
with the public, and by all their		£.
other banking concerns, in order		
to enable them to make a divi-		107,000
dend to their stock-holders of	}	
five and a half per cent. will be		
when all salaries, and every kind		
of expence is defrayed		

This mode of calculation, will easily show the profits made by the Bank of England, at any given rate of interest paid on their capital stock. In the year 1746, the capital of the Bank was further increased by a new loan to government.

The discovery of a north west passage to the seas of Japan and China, still continued to be considered as an object of national importance, on which account, an act of parliament passed in the eighteenth year of king Geo. II. (cap. 17.) for granting a public reward to such person or persons, his majesty's subject or subjects, as shall discover a north-west passage through Hudson's straits, to the western and southern ocean of America. Whereby it was enacted, that if any ship, belonging to any of his majesty's subjects, shall find out, and sail through any passage by sea, between Hudson's bay and the western and southern ocean of America, the owner or his assigns, shall receive a reward of twenty thousand pounds. The commissioners for determining this discovery, are therein named, being the great officers of state, and of the treasury, admiralty, &c.

During the session of parliament, a further bounty on the exportation of British and Irish linens was granted, in order to give every possible encouragement to manufactures, which were so rapidly advancing into consequence.

The advantages derived to the French, from the ceding to them the island of Cape Breton, at the peace, are thus stated by Sir William Pepperell, who commanded the land forces in the reduction of that island.

From the gut of Canso down along the shore to Louisburg, and from thence to the north-east part of Cape Breton, he supposed five hundred shallops were annually employed, each of which required, at sea and on shore, at least five men. In all —

2,500

Also, sixty brigantines, schooners, and sloops, with each fifteen men

900

He calculates that these five hundred shallops would catch three hundred quintals of fish in the summer season. In all —

150,000

Each of the brigantines, schooners and sloops, he supposes might catch six hundred quintals.

36,000

Total quintals of fish annually made at Cape Breton

186,000

To carry this fish to Europe, ninety-three ships are supposed to be employed, of the burden of two thousand quintals each, twenty sailors to each ship. In all

1,860

Total men employed in the fishery at Cape Breton —

5,260

The same calculator goes on, and estimates the number of seamen employed in the general fishery on the banks of Newfoundland, from the ports of St. Malo

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Maloes and Granville, which, including the above estimate for Cape Breton, amount to four hundred and fourteen ships, twenty-four thousand five hundred and twenty seamen, and one million one hundred and forty-nine thousand quintals of fish. He then proceeds to estimate the value of this branch of trade, the profits upon which are greatly enhanced by the quantity of train oil which these fish produce, an hoghead of sixty gallons of oil being drawn from every hundred quintals of fish.

	£.	s.	d.
The value of the fish, he computes } at — — —	746,850	00	0
The oil at — — —	56,092	10	0
From what is called the mud fishery	178,750	00	0
Value of one year's fishery	981,692	10	0

This important branch of trade can only be carried on in its full extent, by being in possession of the island of Cape Breton, as a convenient and well fortified harbour is essentially necessary. Sir William Pepperell died in the year 1759, much about the time that Cape Breton was again taken from the French.

The planters in the English sugar colonies, in the infancy of those plantations, had cultivated considerable quantities of indico, with which they furnished the Mother Country; but this being thought to interfere with the cultivation of the sugar-cane, a tax was imposed thereon of three shillings and six-pence per pound weight, which caused the cultivation thereof to be entirely neglected. The legislature not intending that the duty should operate as a total restraint on raising this article of merchandize,

chandize, took it off, but this did not encourage the planters to begin again to cultivate this plant; and the West-India islands in general, finding that the cultivation of the sugar-cane was attended with greater advantages, gradually dropped the cultivation of indico. The French islands pursued a different course, and annually increased their quantity of indico, so that their West-India islands supplied the greatest part of Europe therewith. The sums paid by Great Britain and Ireland to France for this necessary article, as we have already observed, has been estimated at two hundred thousand pounds a year. Fortunately for the interest of these kingdoms, the provinces of North and South Carolina, began assiduously to cultivate the growth of indico about the year 1747. Those two colonies had by this time carried the production of rice to such a height, that even in time of peace, its quantity had overstocked those parts of Europe to which they were wont to send it, so that the profit thereupon was much reduced. When the war with France broke out in 1744, the expence of freight and insurance being increased, this branch of trade grew still worse: this put the planters of that fine country upon trying to employ their negroes in another way, and the indico was found to answer beyond expectation. To encourage this infant attempt, a bounty of six-pence per lb. wt. was granted by parliament on all indico raised in any of the British American colonies, and imported into Great Britain, directly from the place of its growth; which has been attended with very beneficial consequences.

It has been already observed, that the parliament raised the supplies for the service of the year 1748 by imposing a duty of five pounds per cent. on merchandize imported. Whilst the bill was depending, the British West-India islands were greatly alarmed,

alarmed, and represented the vast injury which they were likely to sustain thereby. From the authentic vouchers, which were then produced of the state of the sugar-plantations, a comparative view may be formed of the trade carried on from thence, and from those of France.

It appeared that the French West-India islands of Martinico, Guadaloupe, and the other smaller colonies, produced of sugar in the year 1742	}	cwt.
		622,500

St. Domingo	—	—	848,000
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Total hundred weight	1470,500
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Which amounts to 122,500 hogsheads of 12 hundred weight each.

The sugars produced by the British West-India islands in the year 1742, and imported into Great-Britain, amounted to	}	Hhds.
		60,950

Shipped to the northern colonies and to foreign markets	}	5,000

Total hogsheads	65,950,	or 791,400 cwt.
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French produce exceeded the English by	}	679,100 cwt.
or 56,550 hogsheads, being nearly double.		

The consumption in Great Britain is estimated at 55,714 hogsheads, so that the sugars exported to Ireland as well as to all foreign markets, do not exceed 5,236 hogsheads.

The

The total yearly value of the sugars produced by the British islands in the West-Indies, was computed at one million four hundred thousand pounds sterling money. These enquiries into the state of the sugar colonies, farther tended to prove, that since France had so greatly improved her possessions, there is more sugar made in a plentiful season, in all the islands, the Spanish, Portuguese, Dutch, and Danish colonies being included, than all Europe can consume.

Whilst the bill for laying these additional duties was depending in parliament, various accounts were published by the tobacco merchants, with a design to exempt that commodity from being included therein. These accounts stated, that upon a medium of three years in the custom-house books, viz. 1744, 1745, and 1746, forty million pounds weight of tobacco, were imported into England, alone from our American plantations. Thirty-three million of which were again exported. So that England was supposed annually to consume seven million pounds weight of tobacco. The net duty upon which, amounted to one hundred and thirty-eight thousand five hundred and forty-one pounds thirteen shillings and four-pence. The whole value of the tobacco imported into Great Britain, both for home consumption and foreign markets, was computed at one million pounds sterling per annum, which these writers represented as being a clear gain to the nation: superadded to which, that branch of trade constantly employed twenty-five thousand tons of shipping. But as these calculations were made with a view to answer a particular purpose, they should be admitted with great caution.

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A LIST of Ships, Sloops, and armed Vessels, which were lost, taken, sunk, burnt, or destroyed during the War with Spain and France, 1739 to 1748.

Ships taken or lost.		Guns.	Time when.
Victory	lost	100	October 5, 1744
Northumberland	taken	70	May 3, 1744
Orford	lost	70	February 13, 1744
Weymouth	lost	60	February 15, 1744
Tillbury	burnt	60	Sept. 22, 1742
Colchester	lost	50	October 21, 1744
Gloucester	burnt	50	August 15, 1742
Tyger	lost	50	January 12, 1742
St. Albans	lost	50	October 20, 1744
Greenwich	lost	50	October 20, 1744
Anglesea	taken	44	March 29, 1745
Loo	lost	44	February 5, 1743
Bridgwater	lost	24	Sept. 18, 1743
Rye	lost	24	Nov. 27, 1744
Wager	lost	24	May — 1741
Fox	lost	24	Nov. 14, 1744

2 taken, 2 burnt, 12 lost.

From the above list it appears how very fatal the year 1744 was to the British navy.

S L O O P S.

Drake	lost	Nov. 22, 1742
Grampus	lost	Oct. — 1742
Otter	lost	Jan. 13, 1741
Saltash	lost	May, — 1742
Tryal	sunk	Oct. 4, 1741
Wolf	lost	Oct. 2, 1740
Swallow	lost	Dec. 24, 1744
Grampus, (rebuilt)	lost	Sept. 30, 1744
Bonetta	lost	Oct. 20, 1744
Mercury	taken	April 15, 1745
Mediator	sunk	July 29, 1745
Wolf, (rebuilt)	taken	Oct. 29, —
Fame	foundered	Sept. — 1745
Sapphira's Prize	lost	Sept. — 1745
Saltash, (rebuilt)	lost	June 24, 1746

FIRE.

FIRE-SHIPS.

Ships taken or lost.		Time when.
Anne Gally	burnt	Feb. 12, 1743
Duke	burnt	June 14, 1742
Mercury	lost	Dec. 12, 1744

B O M B S.

Thunder	lost	Oct. 20, 1744
Blasf	taken	Oct. — 1745
Lightning	lost	June 16, 1745
Astræa Storeship	burnt	Jan. 16, 1743
Lark Hulk	lost	Oct. 20, 1744

For the captures made by the French in king William's war see vol. III. page 30; and for those during the long war, maintained by queen Anne, see the same vol. page 342.

It is pleasing to trace the progressive steps by which men, who have distinguished themselves by noble deeds, have gained those honours which they have finally reached; we shall therefore subjoin the following account of naval commanders, who have risen to eminence in the service of their country, many of whom are yet alive.

Captains.		Dates of Commissions.
Edw. Hawke	—	March 20, 1733-4
Charles Knowles	—	Feb. 4, 1736-7
Hon. Edw. Boscawen	—	March 12, —
Temple West	—	June 13, 1738
Geo. Pocock	—	Aug. 1, —
Francis Holbourne	—	Feb. 15, 1739-40
Nath. Watfon	—	Jan. 16, 1740
Harry Powlet, now Duke of Bolton,	—	July, 15, 1740
Peter Osborn	—	July 28, —
John Brett	—	March 25, 1741
Thomas Pye	—	April 13, —
Charles Hardy	—	Aug. 10, —
Charles Saunders,	—	Sept. 26, —

Geo.

CAPTAINS.

Dates of Commissions.

George earl Northesk	—	August 25, 1741
Charles Holmes	—	Feb. 20, 1741-2
Francis Geary	—	June 30, 1742
George Bridges Rodney	—	Nov. 9, —
Piercy Brett	—	Sept. 30, 1743
Alexander lord Colville	—	March 16, 1743-4
George Elliot	—	May 12, 1744
Hon. Augustus Keppel	—	Dec. 11, —
Peter Dennis	—	Feb. 9, 1744-5
Arthur Forrest	—	March 9, 1744-5
R. Hughes	—	April 2, 1745
Robert Harland	—	March 19, 1745-6
Hon. John Byron	—	Dec. 30, 1746
Hon. Augustus John Hervey, now earl of Bristol	—	Jan. 15, 1746-7
Peter Parker	—	May 6, 1747
Hon. S. Barrington	—	May 29, —
J. Campbell	—	Nov. 23, —

MASTERS and COMMANDERS.

Richard Tyrrel	—	March 5, 1742-3
Edward Vernon	—	Dec. 5, 1747

LIEUTENANTS.

Matthew Buckle	—	June 14, 1739
Marriot Arbuthnot	—	August 21, —
[Appointed a Captain, 22d of June, 1747.]		
Molineux Shulldham	—	August 31, —
[Appointed a Captain, 12th of May, 1746.]		
Hugh Palliser	—	Sep. 18, 1741
[Appointed a Captain, 26th of November, 1746.]		
Hon. Washington Shirley, now earl Ferrers	—	Jan. 6, 1741-2
[Appointed a Captain, April 19, 1746.]		
Hugh Pigot	—	Feb. 9, —
[Appointed a Captain, 22d of April, 1746.]		
John Lockhart	—	October 21, 1743
Hyde Parker	—	Jan. 16, 1745-6

C H A P. IV.

A View of Naval and Commercial Events, from the Peace of AIX LA CHAPELLE to the Commencement of Hostilities between GREAT BRITAIN and FRANCE.

Bill for regulating Seamen—Regulations of the African Trade—Bounty to British Whale Fishers—Plan for Manning the Navy—Settlement of Nova Scotia—Depredations committed by the Barbary Corsairs—Reduction of the Interest on the National Debt—Treaty of Madrid—The New Style introduced into Great Britain—Farther Parliamentary Encouragement for the Discovery of the Longitude—Naturalization of the Jews—State of the British Sugar Colonies—Mutiny Bill for the Service of the East-India Company—Death of Mr. Pelham—New Parliament—Establishment of the Society for the Encouragement of Arts, Manufactures, and Commerce—Computation of the Tonnage of England's Shipping—War in the East Indies between the English Company and the Country Government—French Trade in the East—State of the British Colonies in North America.

PEACE being restored, the king of Great Britain met his parliament on the 29th day of November, 1748, and in the speech, which he delivered upon that occasion, he acquainted them, that

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in fixing the terms on which the general tranquillity of Europe was to be restored, he had endeavoured to procure for his own subjects as well as for his allies, the best conditions which the circumstances of affairs would admit of. He concluded, with recommending to the commons, the improvement of the public revenue, the maintenance of a respectable naval force, the advancement of commerce, and the cultivation of the arts of peace. Although the ministry carried every point by a great majority, yet the members in the opposition bestirred themselves in representing the terms on which peace was restored as destructive of the interests and the honour of the nation. After these points had been agitated with great warmth, but to little effect, the house resolved itself into a committee, to take into consideration the means of discharging such debts as government had contracted in the course of the war, and for which no parliamentary grants had been made. It then appeared necessary to vote the enormous sum of seven millions two hundred and nine thousand four hundred and forty-three pounds to make good deficiencies. The navy and victualling bills undischarged, amounted to three millions; another million was required for discharging seamen's wages; two hundred and eighty-five thousand eight hundred and seventy-eight pounds for the ordinary of the navy for 1749, including half pay to sea-officers; ten thousand pounds for maintaining decrepid seamen in Greenwich hospital; forty thousand pounds was voted for transporting persons to Nova Scotia; ten thousand pounds for supporting the trade to Africa; and five thousand three hundred and four pounds for improving the colony of Georgia. The number of seamen was reduced to seventeen thousand, and that of the land forces to eighteen thousand eight hundred and fifty-

seven, including guards and garrisons. In consequence of these discharges, the wages of seamen in the merchant's service fell from fifty shillings to twenty-five shillings per month.

As soon as the ministry was exonerated from these debts, a bill was brought in, under the title of a bill for amending, explaining, and reducing into one act of parliament, the laws relating to the navy, the tendency of which was to subject half pay officers to martial law. This spread a general alarm among the sea-officers, and a petition was presented to the house by Sir John Norris, subscribed by three admirals and forty-seven captains, who were not members of parliament. It set forth that the bill depending contained several clauses highly injurious and dishonourable to naval officers in general, and might be attended with fatal consequences to the public service; and that as the present laws for the government of the navy had been always found sufficient for that end, and the power of the lord admiral, co-operating with the zeal of the sea-officers, had been hitherto effectual to secure the service of those on half-pay upon pressing occasions; the petitioners hoped they should not be subjected to the many hardships and discouragements that must attend an alteration of the present laws with regard to them, and therefore prayed to be heard by council against certain parts of the bill. Sir Peter Warren seconded the motion for the reading of this petition. The discontent occasioned by this new regulation, diffused itself generally through all ranks in the navy, and threatened very serious consequences. At length the two most exceptionable clauses in the bill were expunged, and after it had undergone various modifications in its progress through the two houses, it at length received the royal assent. The commons in the course of this

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session, testified a laudable spirit for promoting the commerce of the kingdom; which, in the course of the following year, produced many beneficial regulations, founded on the principle of abolishing monopolies, and encouraging a free trade as much as possible. This produced a scheme for laying open the commerce of Hudson's bay, when immediately petitions were poured in from Bristol, Liverpool, and other places, praying that the trade thither might be laid open. A committee was appointed to hear the pleas on both sides. The advocates for a free trade, urged that a small body of merchants, consisting of not more than one hundred persons, divided among themselves a large profit upon a small capital. That they employed no more than four annual ships, and that they treated the Indians with whom they trafficked, in a cruel and oppressive manner, whereby the greatest part of the fur-trade was engrossed by the French of Canada. So that the exclusive privilege enjoyed by this company, occasioned a branch of commerce, which was capable of being extended so as to produce great national advantages, to remain unimportant and inconsiderable. The committee then proceeded to examine many witnesses who had lived at Hudson's bay, whose report gave very little ground to hope for any considerable increase of commerce there, from the severity of the climate, and the unkindly nature of the soil. Nor did it appear that the company had by any misconduct, injured the interior commerce carried on with the Indians; and it seemed very doubtful, whether, if the trade was laid open, it might not be gradually lost from us to the French of Canada; and the majority of the house were of opinion, that no national benefits would arise from a free trade.

Another business, which engaged the house of com-

commons during this long and active session, was the revival of a design which had been formed in the reign of queen Anne, for manning the navy in times of emergency, without having recourse to the mode of pressing seamen. The ministry proposed, that a certain number of seamen, should receive a gratuity from government, in consequence of which their names should be registered, and they should be liable to be called out into the service at a short notice. However beneficial such a plan might be, as it happened to be the method adopted by France, it had so many popular prejudices to combat with, that Mr. Pelham thought fit to drop the design.

The government of Great Britain began now seriously to consider the great importance of the country and ports of Nova Scotia. A patriotic individual * had, in the year 1735, presented a very judicious memorial and petition to the privy council, respecting the defenceless state of that country, and the advantages which might be drawn from it. His representations were disregarded, but the ministry at length, began to consider Nova Scotia as the very key to North America, and were now as much disposed to over-rate its value, as they had before been to neglect it altogether. Notwithstanding the unfriendly nature of the soil here, and the country being overspread with large trees, which can only be removed by immense labour, and when felled are unfit for the purposes of timber, yet many essential advantages are derived from having an establishment here; its situation making it convenient for annoying and intercepting an enemy; as it is a barrier for New England, affords a convenient port for the fishery of the neighbouring seas; and among its immense forests, many trees are found very

* Captain Thomas Koram.

useful for refitting the royal navy. But though this climate is in the temperate zone, the winters are long and severe, and followed by sudden and excessive heats, to which generally succeed very thick fogs, that last a long time. These circumstances make this rather a disagreeable country, though it cannot be reckoned an unwholesome one.

As the public generally suffers at the end of a war, by the sudden dismissal of a great number of soldiers and seamen, who having contracted a habit of idleness, and finding themselves without employment, and the means of subsistence, engage in desperate courses, and prey upon the community; it was judged expedient to provide an opening, through which these unquiet spirits might exhale without damage to the commonwealth. The most natural was that of encouraging them to become members of a new colony in North America, which by being properly regulated, supported, and improved, might be the source of great advantage to its Mother Country.

Many disputes had arisen between the subjects of England and the French, concerning the limits of Nova Scotia, which no treaty had as yet properly ascertained. A fort had been raised, and a small garrison maintained, by the king of Great Britain, at a part of this very country called Annapolis Royal, to overawe the French neutrals settled in the neighbourhood: but this did not answer the purpose for which it was intended. Upon every rupture or dispute between the two crowns, these planters, forgetting their neutrality, intrigued with the Indians, communicated intelligence to their own countrymen, settled at St. John's and Cape Breton, and did all the ill-offices their hatred could suggest against the colonies and subjects of Great Britain.

A scheme

A scheme was now formed for making a new establishment on the same peninsula, which should farther confirm and extend the property and dominion of the crown of Great Britain in that large tract of country, clear the uncultivated grounds, constitute communities, diffuse the benefits of population and agriculture, and improve the fishery of that coast, which might be rendered a new source of wealth and commerce to Great Britain. The particulars of the plan, being duly considered, were laid before his majesty, who approved of the design, and referred the execution of it to the board of trade and plantations, over which the earl of Halifax presided. This nobleman, endued by nature with an excellent capacity, which had been diligently and judiciously cultivated, animated with liberal sentiments, and fired with an eager spirit of patriotism, adopted the plan with the most generous ardour, and cherished the infant colony with paternal affection.

The commissioners for trade and plantations immediately advertised, under the sanction of his majesty's authority, that proper encouragement would be given to such of the officers and private men, lately dismissed from the land and sea-service, as were willing to settle with or without families, in the province of Nova Scotia; that the fee-simple, or perpetual property, of fifty acres of land should be granted to every private soldier or seamen, free from the payment of any quit-rents or taxes for the term of ten years; at the expiration of which no person should pay more than one shilling per annum for fifty acres so granted. That over and above these fifty acres, each person should receive a grant of ten acres for every individual, including women or children, of which his family should consist; and further grants should be made to them as the number should

should increase, and in proportion as they should discover their skill in agriculture. That every officer, under the rank of ensign in the land-service, or lieutenant in the navy, should be gratified with fourscore acres on the same conditions: that two hundred acres should be bestowed upon ensigns, three hundred upon lieutenants, four hundred upon captains, and six hundred on every officer above that degree, with proportionable considerations for the number and increase of every family: that the lands should be parcelled out as soon as possible, after the arrival of the colonists, and a civil government established; in consequence of which they should enjoy all the liberties and privileges of British subjects, with proper security and protection: that the settlers, with their families, should be conveyed to Nova-Scotia, and maintained for twelve months after their arrival, at the expence of the government; which would also supply them with arms and ammunition, as far as should be judged necessary for their defence, with proper materials and utensils for clearing and cultivating their lands, erecting habitations, exercising the fishery, and such other purposes as should be judged necessary for their support.

The scheme was so feasible, and the encouragement so inviting, that, in a little time, about four thousand adventurers, with their families, were entered, according to the directions of the board of trade. In the beginning of May 1749, they set sail from England, under the command of colonel Cornwallis, whom the king had appointed their governor. Sir Edward Hawke commanded the fleet. Towards the latter end of June they arrived at the place of their destination, which was the harbour of Chebuctou, on the sea-coast of the peninsula, about midway between Cape Canceau and Cape Sable. It is one of the most secure and commodious

havens in the world, and well situated for the fishery; but the climate is cold, and the soil barren.

Governor Cornwallis no sooner arrived in this harbour, than he was joined by two regiments of infantry from Cape Breton, and a company of rangers from Annapolis. He then pitched upon a spot for the settlement, and employed his people in clearing the ground, in order to lay the foundations of a town; but some inconveniences being discovered in the situation, he chose one more to the northward, hard by the harbour, on an easy ascent, that commands a prospect of the whole peninsula, and is well supplied with rivulets of fresh and wholesome water. Here, on a regular plan, he began to build a town, to which he gave the name of Halifax, in honour of the nobleman who had the greatest share in founding the colony; and, before the approach of winter, above three hundred comfortable wooden houses were built, the whole being surrounded by a strong pallisade.

This colony, however, has by no means answered the sanguine expectations of the projectors; for notwithstanding the ardour with which the interests of it were promoted by its noble patron, and the repeated indulgence it has reaped from the bounty of the legislature, the inhabitants have made little or no progress in agriculture; the fishery is altogether neglected, and the settlement entirely subsists on the sums expended by the individuals of the army and navy, whose duty obliges them to reside in this part of North-America*.

The piratical states of Barbary, who had, for a considerable time, been bribed into civility to the English flag, happened, at this time, to give a loose to their predatory disposition. Four Algerine cruizers fell in with the Prince Frederick packet-

* Smollett's Continuation, Vol. I. p. 37.

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boat, bound from Lisbon to Falmouth, which they detained under the frivolous pretext, that the captain named in the commission was not on board, and that the money and diamonds with which she was freighted, belonged to Jews. They therefore carried her into Algiers, where they plundered her of all the effects on board, estimated at twenty-five thousand pounds, and detained the vessel twenty-three days, all which time the crew were civilly treated, and suffered no loss in their private property. After the Algerines had thus plundered the vessel, they suffered her to proceed on her voyage, and she arrived at Falmouth on the 7th day of May 1749. This outrage occasioned seven ships of war to be fitted out immediately, the command of which was given to commodore Keppel, who took on board certain presents to the dey, the forwarding of which had been neglected, and which that prince having being long accustomed to receive, laid claim to by prescription: the commodore likewise was charged with a letter from the secretary of state, demanding restitution of the effects which had been thus seized.

Mr. Keppel arrived there the beginning of August, and in an audience of the dey, made known the purport of his embassy. The mussulman accepted the presents, but declared himself unable to make the required restitution, as the property in question was now dispersed among individuals, from whom it could by no means be collected. The commodore, finding he could obtain no answer more satisfactory, proceeded to Port Mahon, from whence he dispatched the *Tryal* sloop, for farther instructions from the admiralty; but the times were now changed, since the insolence of these lawless free-booters used to be chastised by the intrepidity of Englishmen. Government thought fit to pass by the affront, and received an ambassador from the

Algerines, when as guardians of the nation's honour, they should have directed the brave officer whom they had deputed, to lay Algiers in ashes.

Notwithstanding the parliament did not rise until the 13th day of June, yet it met again on the 16th day of November; ten thousand seamen were voted for the service of the year 1750. The grants during this session amounted to four millions one hundred and forty-one thousand six hundred and sixty-one pounds, which were raised by the land-tax, at three shillings in the pound; the malt and other duties, the surplus of divers imposts remaining in the Bank and Exchequer; one million by annuities, at three per cent. charged on the sinking fund, until redeemed by parliament, and nine hundred thousand pounds out of the excess or surplus of monies, denominated the sinking fund.

Early in the session Mr. Pelham, chancellor of the Exchequer, who chiefly conducted the business of the state, and who was esteemed a man of candour and capacity, brought in a bill for the reduction of the interest on the public funds, whereby the sum of six hundred thousand pounds per annum, began to be gradually brought in to the sinking fund. That part of the public debts, which then bore four per cent. interest was as follows:

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Capital South-Sea stock, and	}	
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annuity stock —		27,302,203 5 6
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CHAP. IV.] OF GREAT BRITAIN.

Such proprietors of these public debts, incurred before the last Michaelmas, who should subscribe their names on or before the 28th day of February 1749-50, signifying their consent to accept of an interest of three per cent. per annum, to commence from the 25th day of December, 1757, should continue to receive four per cent. until the 25th day of December, 1750, and from thence three pounds ten shillings per cent. per annum, until the 25th day of December, 1757. When the act was passed and public notice thereof given, the greater part of the public creditors assented to the terms proposed. The market price of the public funds at that time being so much above par, as to make it more the interest of the stock-holder to continue his property there, than to receive from government no more than the principal money first advanced. The three companies of the Bank, East-India, and South-Sea, however, would not subscribe; and when the account of the sums which had been subscribed was delivered into the house of commons in March following, it appeared that between eight and nine millions were not subscribed, besides the debts due to the three great companies in their corporate capacity. The minister, previous to the setting on foot this plan, had guarded against the consequences that might arise from the restiff humour of the stockholders, by having obtained from the monied men of the nation, assurances of their assistance to any amount that, considering the real value which money then bore, could possibly be required; so that he was provided with the means of paying off such non-subscribers, by creating new loans on the terms which had been rejected by the present creditors. But this ability he was not willing to exert. He rather chose to allow farther time to such as had neglected to close with the first offer, but that they might

might in some measure suffer by their contumacy; the interest of three and a half per cent. per annum was proposed to be paid to these second set of subscribers, no longer than until the 25th day of December 1755. To afford them an opportunity of doing which, subscriptions were received until the 30th day of May 1750. Thus the second subscribers had a reduction of their interest from three and a half to three per cent. two years sooner than those of the first subscription. Such as remained finally determined not to subscribe, had their principal money paid out of the sinking fund. The act of parliament which authorized this step, contained a clause which empowered the East-India Company, in case they subscribed all their stock within the time limited, to borrow any sums not exceeding four millions two hundred thousand pounds, by sale of annuities, viz. three millions two hundred thousand pounds after the several rates of interest in the terms of this second subscription, and one million more at the rate of three per cent. per annum. The three companies at length, reluctantly acquiesced in a measure, which by opposing they would have sustained a considerable loss, without preventing the regulation taking place. It was a trial of strength between the minister, and those great commercial bodies, which the wants of government had first given existence to. Nothing could prove the flourishing state of the nation more irrefragably, than the accomplishment of this reduction of the interest on the national debt. That it should be effected without any national disturbance or disquiet, astonished all Europe. It appeared almost incredible for government at the close of a long and expensive war, which had considerably drained the country, and augmented the enormous burden of national debt, to find money for paying off such
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of the public creditors as might choose to receive their principal, rather than submit to a reduction of the interest.

Whilst this measure was debating in parliament, Mr. Pelham undertook to prove, from the register of exports and imports at the custom-house, that the commerce of the kingdom was more extensive at this than at any former period; and that the public credit was strong enough to admit of an experiment which he would not presume to hazard, except upon a moral certainty of its being firmly rooted, beyond the power of accident or faction to shake or overturn. He declared that his design of reducing the interest upon the funds, was the result of the love he bore his country, and an opinion that it was the duty of the servants of the crown to ease the burdens of the people. He said he had conferred on this subject with persons of the most approved knowledge and undoubted experience; and chose to promulgate the method proposed for alleviating the load of the national debt, that the public in knowing the particulars of the scheme, might have time to consider them at leisure, and start such objections as should occur to their reflection, before it should be too late to adopt amendments. He observed, that nothing could more clearly demonstrate the vigour of public credit, and the augmentation of national commerce, than the price of stock, which had within three years advanced very considerably; and the duties on imports, which in nine months had added one million to the sinking fund, notwithstanding a very extraordinary sum, which had been paid as bounties for exported corn. He expressed great tenderness and regard for the interests of those who had advanced their money for the service of the government; declaring that his aim was to contrive a fair, honest, and

and equitable method for lessening the national incumbrances, by lowering the interest, conformable to parliamentary faith, and agreeable to the rules of eternal justice *.

On the fifth day of October, 1750, a treaty was concluded at Madrid, between Great Britain and Spain, by which the right of the South Sea Company in the *asiento* treaty for four years was given up. The sum of one hundred thousand pounds was agreed to be paid by the king of Spain, as a compensation to the company for their losses, and as a full balance of all accounts. The duties to be paid by British subjects in the ports of Spain, were reduced to the rates established by Charles II. of Spain; and the English were allowed to procure salt from the Island of Tortudos in the West Indies. All British subjects residing in Spain were to be put on the same footing with the subjects of the most favoured foreign nation residing there. By this treaty a period was finally put to all foreign commerce whatever, of the South Sea Company.

The northern American colonies were enabled to set on foot a new branch of commerce, by an act of parliament now passed to encourage the importation of pig and bar iron from his majesty's colonies in America, but they were prohibited by the same act from erecting any mill or other engine for sitting or rolling of iron, or any plating forge to work with a tilt hammer, or any furnace for making of steel. The nation derived great advantages by this encouragement given to the colonies: before the passing of this law iron used to be purchased from Sweden on very high terms, and for which ready money was paid; henceforth it was procured from British subjects, who in exchange received the manufactures of the Mother Country.

* Smollett's Continuation, Vol. I. p. 61.

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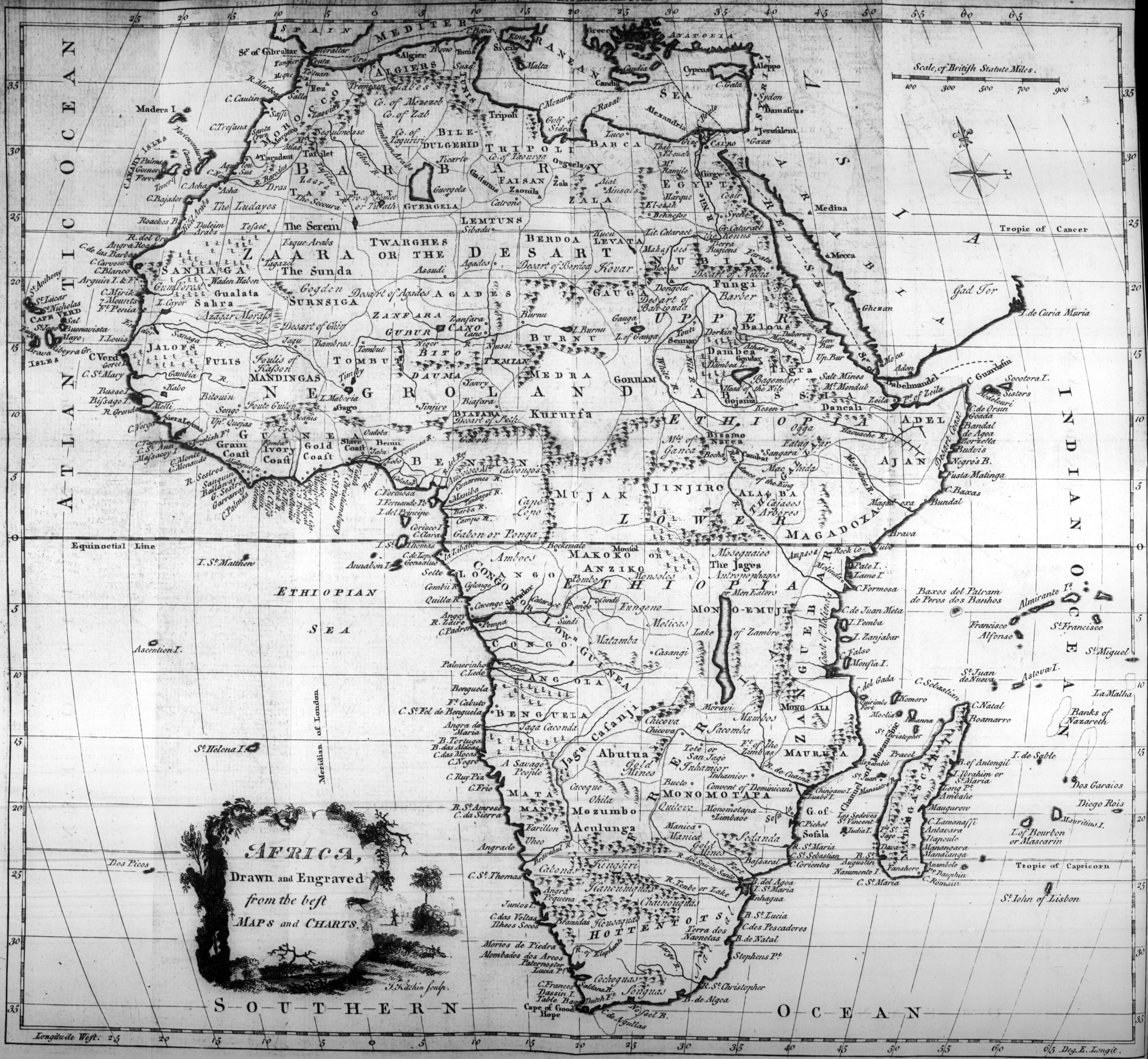
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The trade to the coast of Guinea engaged the attention of the legislature. This trade was originally monopolized by a joint-stock company, which had from time to time received considerable sums from parliament to enable them to maintain fortifications on the coast of Africa, in order to protect the commerce carried on there; it was now thought necessary to lay open that trade for all British subjects, and that the forts and settlements on that extensive coast should be kept up at the public expence; but that all such a trade to or from the coast of Africa, from Cape Blanco quite to the Cape of Good Hope, should be considered as a body-corporate, though not trading in their corporate capacity, not having any joint or transferrable stock, nor the privilege of borrowing money on their common seal. The direction of the affairs of this new company was entrusted to a committee of nine persons, annually chosen, who were to meet in the city of London; the majority of whom had a power given them to make orders for the governing and improving the forts, factories, &c. but they were restricted from interfering with the trade or traders. All such as designed to trade to Africa were to pay forty shillings to the Chamberlain of London, for an admission into the freedom of this company, and every individual thus admitted had a right to vote for three persons, who were to compose the committee for London; the like fine was required from every Bristol trader, and these traders also chose three committee-men; and the same regulation was made for Liverpool. This committee was to be chosen annually. The money arising from these fines to be applied to the discharge of the wages, salaries, &c. of the officers employed in the settlements, and to the preservation of the forts. The accounts of the manner in which the money so

arising was disposed of, were to be regularly kept in London, and subject to the inspection of any member of the company. The conduct of this body of men was subject to the superintendency of the commissioners of trade and plantations. The committee was authorized to deduct annually eight hundred pounds for defraying the salaries of their clerks, at the three ports of London, Bristol, and Liverpool, and all other incidental expences, and whatever surplus remained of that sum, after all charges were defrayed, the committee were empowered to divide among themselves, as a compensation for their trouble. Soon after these regulations took place, the British parliament voted to the Old Royal African Company the sum of one hundred and twelve thousand one hundred and forty-two pounds three shillings and three-pence, as a compensation for their charter, lands, forts, slaves, stores, and other effects.

Several statutes had already been made at different times, to encourage the subjects of Great Britain to carry on and improve the whale fishery. For this purpose a bounty of twenty shillings a ton on all shipping employed in that fishery had been given*, which was now increased to forty shillings per ton; and for the encouragement of the British colonies in America to engage in this fishery, the like bounty was given to their ships employed therein†.

As nothing could more essentially serve a commercial country, by increasing the number of its seamen, than extensive fisheries, the commons took measures for the encouragement of the white-herring fishery along the northern coast of Great Britain. From this the Dutch, who were chiefly em-

* 6th and 13th George II.

† 22 George II. cap. 45.

employed in it, had derived very substantial advantages. A committee of the house of commons was therefore appointed to enquire into the state of the British fishery. In consequence hereof a bounty of thirty shillings per ton was granted, payable out of the customs, to all new vessels from twenty to eighty tons burden, which should be built for herring or cod fishery, and actually employed therein. Several opulent and public-spirited merchants and gentlemen composed an association, and subscribed a large capital, in order to carry into execution these designs. This society became incorporated by an act of parliament, under the name of the free British fishery, but their charter was not exclusive of private adventurers. They were empowered to raise a capital not exceeding five hundred thousand pounds; for so much of which as was actually employed in the fisheries; three and a half per cent. interest per annum, was paid out of the customs for the term of fourteen years. The inhabitants of the northern parts of Scotland shewed a strong inclination for embarking in this design, and agents were appointed at the different sea-ports in order to receive subscriptions for prosecuting the trade, under the direction of the company at London. But though the nation in general eagerly embraced this scheme, many men of parts and knowledge opposed the bill in its progress through the two houses of parliament. In the house of lords particularly, the bill met with great opposition. It was objected to as a crude indigested scheme, which, in the execution, would not be found to answer the public expectation. The earl of Winchelsea and lord Sandys observed, that the Dutch, by whom the fishery had been hitherto in a manner engrossed, could not possibly be rivalled by a joint-stock company, which is always clogged with extraordinary expence; whereas the Dutch are

patterns of unwearied industry, and the most rigid œconomy. These lords represented the impropriety of fitting out vessels at the port of London, where all sorts of materials, labour, and seamen, are much dearer than in any other part of the united kingdom. Another objection was raised against the great distance between the metropolis and the sound of Brassa in Shetland, the rendezvous at which all the herring-busses were to assemble at the beginning of the fishing season, and the dangers attending the voyage. The heavy duty upon salt, used in curing the fish for sale was likewise pointed out. All these impediments lay in the way of a commerce, which, when most successful, could be expected to yield only small profits to those concerned in it, though the community at large might derive essential advantages. The duke of Argyle and the earl of Granville, on the other hand, supported the bill with all their force of reasoning. They considered it as a branch of trade which could not be successfully set on foot, without so large a sum of money as was beyond the abilities or inclinations of any individual to embark in it. They were of opinion, that a joint-stock company would be able to prosecute the fishery at a smaller expence, than that which particular traders must necessarily incur: they insisted that the spirit of the nation, which was then eagerly bent on trying the experiment, ought not to be baulked by delay, lest it should evaporate. Admitting that the plan was not unexceptionable, yet the defects of it, when that by experience they became more distinctly visible, were remediable by the legislature. After a warm contest, the bill was passed to the general satisfaction of the nation.

The company chose for their governor, his royal highness the prince of Wales, who received this proof of their attachment and respect with particular

marks of satisfaction: the president and vice-president were both aldermen of London; and the council was composed of thirty gentlemen, the majority of whom were members of parliament. Great pains were taken, and some artifice was used, to learn the Dutch method of curing their fish. People crowded with their subscriptions; a number of hands were employed in building and equipping the busses or vessels to be used in the fishery; and the most favourable consequences were expected from the general vigour and alacrity which animated these preparations. But the success did not gratify the sanguine hopes of the projectors and adventurers. The objections made in the house of lords soon appeared to be well founded: these co-operating with mismanagement in the directors, the spirit of the company began to flag, the natural consequence of commercial disappointment; and now the British fishery seems to languish under the neglect of the legislature*.

The most remarkable act which passed in the session of 1751, was that of regulating throughout Great Britain and the dominions subject to the British crown, the commencement of the year, and for correcting the Calendar, according to the Gregorian computation, which had been adopted by all the other nations of Europe. By this new law it was decreed, that the new year should begin on the first day of January, and that eleven intermediate nominal days, between the 2d and 14th days of September 1752, should in that year be omitted, so that the day succeeding the 2d should be denominated the 14th of that month. The Julian Calendar, or Old Style, supposed the tropical year to consist of three hundred and sixty-five days and six

* Smollett's Continuation, Vol. I. p. 72.

hours. In the year 1582, Gregory XIII. the then pope, by the help of the best astronomers, discovered the error in this calculation, which was eleven minutes and five seconds more than the exact time. It appeared that in one hundred and twenty-nine years and three hundred and thirty-seven days and a half, it made an error of one whole day, and in four hundred Julian years, an error of three days, one hour, fifty-three minutes, and twenty seconds. Since the time of the council of Nice, in the year three hundred and twenty-five to the year 1701, the Old Style was computed to have occasioned an error of eleven days, by which the vernal equinox appeared to happen eleven days sooner than by the N. S. it really does, so that the 10th day of March was more properly the 21st. The object with the pontif, in rectifying this error, was to settle the true time for celebrating the feast of Easter, but the chief view of the British legislature in making this innovation, was to derive mercantile benefits therefrom; the difference of eleven days frequently occasioning errors and mistakes in business; and as the legal year began on the 25th day of March, a whole year was frequently mistaken, through inadvertency in our chronological histories. The year from thenceforth was appointed to commence on the 1st day of January, with all the rest of christendom.

In the year 1753, a fresh attempt was made to lay open the trade to Turkey, and a bill was brought into the house of commons for that purpose. The subject had been so fully canvassed before, that no new arguments were adduced in the debate which arose thereon, but the sentiments of the house had changed since the question had been last started, and the bill passed into a law. By this act of parliament any British subject may obtain the freedom of the Turkey company, by paying or tendering a fine of
twenty

twenty pounds; and the commissioners for trade and plantations may be appealed to by any seven freemen of the company, who are dissatisfied with the rules or by-laws made at a general court; and if the objections appear valid, that board is empowered to annul such regulations. Thus the trade from Great Britain to the Levant became so far free, as was consistent with the nature of such commerce: but this interposition of the legislature has been of little avail to recover a branch of trade, which has been so long declining, especially considering the advantages which the French enjoy, by the shortness of the voyage from Marseilles to the Levant, and one wind being only necessary for the whole passage.

The parliament granted a farther sum of two thousand pounds to the commissioners of longitude, to enable them to give all due encouragement to ingenious persons in their endeavours to attain the wished-for discovery. A like sum had been granted in the 12th year of queen Anne, one thousand seven hundred and fifty pounds of which had been expended in the following manner, viz. one thousand two hundred and fifty pounds to Mr. John Harrison for various experiments which he had made, and by which the probability of effecting the discovery was greatly encreased, and five hundred pounds to Mr. William Whiston for surveying and determining the longitude and latitude of the chief ports and head-lands on the coast of Great Britain and Ireland, and the islands and plantations thereto belonging.

Another statute of this session of parliament passed, though not without violent opposition, was entitled, "An act to permit persons professing the Jewish religion, to be naturalized by parliament, and for other purposes therein mentioned." By an act of the 7th of James II. and another of the 13th George

George II. all such as were to be naturalized, were first to receive the sacrament of the Lord's Supper, and to take the legal oaths to the king. "Whereby," says the preamble to this statute, "many persons of considerable substance professing the Jewish religion, are prevented from being so naturalized." It was now therefore enacted, "That Jews may, upon application, be naturalized by parliament, without receiving the sacrament, provided they, and all others hereafter to be naturalized, shall be absolutely subject to the disabilities expressed in a former act *, and also who shall have previously inhabited for three years in his majesty's dominions, without being absent three months at any one time. But the act expressly prohibits all Jews from purchasing or inheriting any advowson, or right of patronage, or presentation, or other right to any benefice, prebend, or other ecclesiastical living or promotion, school, hospital, or donative.

This act was no sooner passed, than it threw the whole notion into the most violent perturbation, and as a general election was then approaching, the ministry were greatly alarmed at the execrations which were uttered against them from all parts of the kingdom. To remove this cause of national discontent, the very first business which was brought forward the ensuing session, immediately after the address to the king was agreed to, was a repeal of this act: the duke of Newcastle presenting a bill for this purpose: he informed the house that the clamorous and discontented had availed themselves of the act passed last session in favour of the Jews, to excite a ferment among his majesty's subjects; and as the act was in itself of little importance, he was of opinion it ought to be repealed.

* 1 George I.

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In consequence of petitions presented by the sugar-refiners, and grocers of London, Westminster, and Bristol, complaining of the exorbitant price demanded and given for sugars imported from Jamaica, desiring, that the proprietors of land in Jamaica might be obliged to cultivate a greater quantity of ground for raising sugar-canes, or that they (the petitioners) might have leave to import Muscovado sugars from other countries, when the price of those imported from Jamaica should exceed a certain rate; the house resolved itself into a committee to deliberate on this subject. Their enquiries produced a resolution, "that the peopleing of Jamaica with white inhabitants, and cultivating the lands thereof, would be the most proper measure for securing that island, and increasing the trade and navigation between it and Great Britain, and other parts of his majesty's dominions. That the endeavours used by the legislature of Jamaica to increase the number of white inhabitants, and enforce the cultivation of lands, in the manner that might best conduce to the security and defence of that island, had not been effectual for these purposes. The house ordered a bill to be framed on these resolutions; but this was postponed until the ministry should receive more full information, touching the true state of that island. The planters of Jamaica laboured under many grievances and hardships, from divers heavy impositions and restrictions; and a detail of these was transmitted in a representation to his majesty, which was referred to the consideration of the commissioners of trade and plantations. The interests of the planters were well supported. Among the foremost and the ablest of their advocates was Mr. Alderman Beckford, a native of that island, and possessed of vast property there.

The history of this period is little more than a detail of parliamentary proceedings. A bill was brought in for punishing mutiny and desertion of officers and soldiers in the service of the East-India Company, and for the punishment of offences committed in the East-Indies and the island of St. Helena. This being a measure of a very extraordinary nature, all the members were ordered to attend the house on the day fixed for the second reading. At the same time all charters, commissions, and authorities, by which any powers relative to a military jurisdiction, or the exercise of martial law, had been granted or derived from the crown to the said company, were submitted to the perusal of the members. The bill was by many considered as a dangerous extension of military power, to the prejudice of the civil rights claimed by British subjects, and as such, violently contested by the earl of Egmont, lord Strange, and Mr. Alderman Beckford. Their objections were answered by Mr. Murray, solicitor-general, and Mr. York, son of the chancellor. At length the ministry giving their countenance to the bill, after very warm debates, it passed into a law.

In the beginning of March 1754, died Mr. Pelham; his loss was not only felt by his sovereign, but by the nation in general. This minister was so fortunate as to preserve the public good opinion, even while he pursued measures which were not entirely approved. The loss of such a head was the more deeply felt at this juncture, being the eve of a general election for a new parliament, when every administration is supposed to exert itself with redoubled vigilance and circumspection. He had already concerted the measures for securing a majority, and his plan was faithfully executed by his friends and adherents, who continued to engross the
admi-

administration. His brother, the duke of Newcastle, was appointed first lord commissioner of the treasury, and was succeeded as secretary of state by Sir Thomas Robinson, who had long resided as ambassador at the court of Vienna. The other department of this office was still retained by the earl of Holderness, and the function of chancellor of the Exchequer was performed by the lord chief justice of the king's bench, until a proper person could be found to fill that important office; but in the course of the summer it was bestowed on Mr. Legge; Mr. George Grenville, brother to earl Temple became treasurer of the navy, and Mr. Charles Townshend was appointed a commissioner at the board of admiralty. The year 1754 gave birth to a noble design, for the improvement of the general commerce of Great Britain, in the establishment of the society for the encouragement of arts, manufactures, and commerce; the sole object of which institution was the advancement of ingenious and commercial arts upon the most liberal principles: honorary and pecuniary rewards were proposed, both to excite emulation and industry. This society was first set on foot by lord Falkstone, lord Romney, the excellent Dr. Stephen Hales, and a few other private gentlemen; and as there were already two societies of a similar kind, one in Scotland, and the other in Ireland, this society confined its premiums solely to that part of Great-Britain called England, and our own colonies, plantations, and settlements in America, Africa, and Asia. It began with advertising premiums for the encouragement of young persons of both sexes in the arts of drawing and designing; for the encouragement also of our planters in America, for raising all the rich and precious productions of the countries of Spanish and Portuguese America, as

well as of Asia and Africa. Much public benefit has accrued from this laudable institution, and it is to be regretted, that it hath lately much declined in its importance, and consequently in its usefulness.

A mercantile writer, about this time, attempted to ascertain the commerce which Great-Britain carried on, by computing the number of trading ships, and the amount of their tonnage, which sailed from the several ports.

He supposes two thousand ships to be employed in foreign trade during the year 1754, and the tonnage thereof to amount to — —	} Tons. 170,000
He supposes a like number of coasting vessels, which may contain — —	
	150,000
Total tonnage	320,000

But this calculation has been thought by many to be considerably below the real amount, which others conjecture to be at least 500,000 tons.

Soon after the peace of Aix-la-Chapelle, a fresh cause of dissention between Great-Britain and France seemed to arise; for no sooner were commissioners appointed by both crowns to meet at Paris, and compromise these disputes, than the French employed every art of chicane to perplex and protract the negotiation. They not only misinterpreted treaties, though expressed with the utmost precision, and perplexed the conferences with difficulties and matter foreign to the subject, but they carried the finesse of perfidy so far, as to produce false charts and maps of the country, in which the rivers and boundaries were misplaced and misrepresented. The insincerity of the French court appeared farther, in affected delays and artful objections, with respect

respect to the evacuation of the neutral islands in the West-Indies; the governors of the British plantations, in different parts of America, transmitted intelligence, soon after the conclusion of the peace, that the French had begun to make encroachments on the back of the English colonies*. At length, the conferences at Paris broke up, without any business having been settled, or any point in contest cleared up. The twelfth article of the treaty of Utrecht had invested Great-Britain with the right of possessing Nova-Scotia, called by the French Acadia, according to its ancient limits; and this cession was confirmed by the treaty of Aix-la-Chapelle. The English insisted, that the ancient limits of Nova-Scotia were, the southern bank of the river St. Laurence to the north, and Pentagoet to the west. That the French themselves looked upon Acadia as a country of this extent, when they possessed it in 1632, was proved by a letter of Louis the Thirteenth, to the sieurs Charnisay and La Tour, in which he regulates their jurisdictions in Acadia, and by other incontestible evidence. The French commissioners laboured to prove, upon the authority of maps and certain writers, that the ancient limits of Acadia comprehended no more than the south-east part of the peninsula; but these testimonies were proved to be futile and misquoted, and the most accurate of the French geographers, as well as the most celebrated of their ancient topographical American historians, such as Champlain and Denys, were brought to attest the present claims made by the English to be founded in justice, and the general agreement of mankind, for more than a century past. The claim of the English, in short, was supported by a regular series of plain and de-

* Smollett's Continuation, Vol. I. p. 84.

cisive evidence, so that their right of possessing this district, to the exclusion of the French, was apparent. A philosopher, who reasons upon first principles, might perhaps have observed upon this controversy, that the English and the French were disputing for a country, to which neither of them had any just pretensions: but such sentiments never mingle themselves with the affairs of the world!

Whilst Europe enjoyed a short repose, in Asia the contest for power between the two rival companies, occasioned scarce any suspension of hostilities: these took their rise from the civil wars which were carried on by those country governments, which were formed on the western peninsula of India. The subordination of these districts to the emperor of Hindostan, who is known in Europe by the title of the Great Mogul, had been rigidly enforced until the year 1738, when that scourge of mankind, Nadir Shah, the tyrant of Persia, poured like a deluge over this devoted country. Delhi, the capital of the empire, a city of immense extent, unparalleled wealth, and supposed to contain two millions of inhabitants, became the prey of the invader. The Mogul empire fell with its metropolis. All the petty princes, or nabobs, who, for time immemorial, had been tributaries to this powerful state, now emancipated themselves from their dependence. Nothing could contribute more effectually to aggrandize the Europeans, who had settled in various parts of this extended coast, than the anarchy which prevailed among the natives. Both the French and English now extended their views beyond the limits of commercial advantages: they leagued with one petty prince to dethrone another, and the superiority of European discipline and valour, secured conquest to that party with whom they

they confederated. Great occasions make great men: the aspect of affairs in India drew forth, from an obscure situation, a man, who became afterwards equally distinguished for the boldness of his enterprises, and the brilliancy of their success. Captain Clive first distinguished himself, when at the head of two hundred and ten Europeans; he attacked Arcot, the capital of a kingdom bearing the same name, and situated on the coast of Coromandel, in the vicinity of Madras and Pondicherry. Two competitors for the government had risen: the French, in consideration of enlarging their possessions around Pondicherry, by being put into possession of a large tract of country, joined their forces to Sundah Saheb, one of the contending princes, who thus supported, defeated and slew his rival Anawerde Khan. This success awakened the English; they immediately took the part of the vanquished family. Thus a bloody war was again lighted between the factories of France and England, at a time when their respective sovereigns were upon terms of friendship.

Dupleix, the French commander, had figured unrivalled on the coast of Coromandel, and had rendered himself the arbiter of the fate of princes, when Mr. Clive first began his glorious career, which has since procured almost all Bengal to the English company. The latter acquired, and retained, the grandeur and riches of which Dupleix had a glimpse. This extraordinary man conducted the design upon Arcot with such secrecy and dispatch, that he was in possession of the capital before the enemy was apprized of his undertaking. His moderation to the inhabitants, of whose persons and effects he was then the absolute disposer, procured him the hearts of the natives, who sought every opportunity of rendering him services: by their means his army

was well supplied with provisions, and he had the earliest intelligence of every motion of the enemy. Sundah Saheb, the French nabob, soon invested Arcot, at the head of a numerous army; and the operations of the siege were conducted by European engineers. Captain Clive kept the enemy in continual alarms by resolute sallies; but on the 14th day of October 1751, the nabob having made two breaches in the walls, began a general assault. They were received with such firmness and spirit as they could not make head against; they were therefore repulsed in every quarter with great loss, and obliged precipitately to raise the siege.

A reinforcement of European troops, under the command of captain Kirkpatrick, coming very seasonably, just as the besiegers were retreated, captain Clive pursued, and coming up with them on the 3d day of December, an obstinate battle was fought on the plains of Arani, and a decisive victory obtained by the English; after which the conqueror repaired to fort St. David. Early in the spring of 1752, he again took the field, with about three hundred Europeans, and a body of natives, which served merely to give an appearance of numbers to his army. With these he marched to Koveripauk, about fifteen miles from Arcot, where the enemy was entrenched, with eight pieces of cannon. Their force consisted of fifteen hundred seapoys, seventeen hundred horse, a body of natives, and one hundred and fifty Europeans. Clive, with his little army, forced their entrenchments with fixed bayonets. The French troops thereupon threw down their arms, a great slaughter of the natives ensued, but numbers saved themselves by flight. All the cannon and baggage fell into the hands of the victors.

After this exploit the command in chief devolved on major Laurence, then arrived from England; colonel Clive, however, still continued to be actively employed. At the head of four hundred European soldiers he drove both the French and the country power before him. Sundah Saheb fell into the hands of the nabob of Tanjour, who was in alliance with the English company; and, according to the cruel manners which prevail in that country, was instantly put to death. This state of warfare had produced a train of events so destructive to the interests of the French company, that in the year 1753 Dupleix was recalled, and M. Duvelar sent out from France to succeed him in the command. He concluded a convention with the English, the tendency of which was, that every thing should be restored that had been taken by either since the peace of Aix-la-Chapelle, only the successes of the English procured for them a surrender of certain districts, which were convenient for their commerce.

How much the commerce carried on by France to the east was benefited by the restoration of peace, appears from authentic accounts of the merchandize imported at L'Orient in the year 1754, in fifteen East-India ships; the sale of these cargoes producing one million and a half sterling money*.

Very different were the views of France in America to those which prevailed in the East-Indies. While the British colonies formed on the eastern coasts were rapidly increasing in population, and were busied in commercial pursuits, the French were enclosing them in by forts erected on their back settlements; but the particular account of these encroachments will be given in the next chapter: in the mean time the following account of the productions and commerce of South-Carolina,

* Anderson on Commerce, Vol. II. p. 408.

which was transmitted to England in the year 1753, deserves to be recorded.

Eight Months Exportations from, and Importations to, Charles-Town, viz. from the 12th Day of November, 1752, to the 12th Day of July, 1753.

E X P O R T E D.

Rice	—	—	31,418 barrels.
Pitch	—	—	13,814
Tar	—	—	6,221
Turpentine	—	—	3,808
Beef	—	—	263
Pork	—	—	234
Deer-skins	—	—	303 hogheads.
Lumber	—	—	591,412 feet.
Shingles	—	—	581,020 pieces.
Cask-staves	—	—	78,932

I M P O R T E D.

Rum, 921 hogheads, 30 tierces, 93 barrels.
 Sugar, 113 hogheads, 5 tierces, 160 barrels, 63 baskets.
 Indian corn, 63,315 bushels.
 Negroes, 511.
 Flour, 3425 barrels.
 Salt, 9463 bushels.
 Madeira wine, 230 hogheads, 44 barrels. *

From South-Carolina are exported great quantities of oranges and lemons of various kinds, to the more northern plantations on the continent: and these commodities would furnish an important article for exportation, if the fruits would keep during the passage to Great-Britain; but that has been found impracticable. There are sundry kinds of drugs produced in, and exported from, Carolina, though not particularised nor mentioned in this summary account; which, however, may be sufficient to give a tolerable idea of the increasing trade of that fine province.

* Anderson on Commerce, Vol. II. p. 406.

Names

Names of the Lord-High-Admirals and Commissioners for executing that Office, from the Year 1673, when the Duke of York resigned, down to the present Time.

July 9, 1673. 25 Car. II.

PRINCE RUPERT

Anthony earl of
Shaftbury, lord
chancellor

Thomas lord viscount
Osborne, lord trea-
surer

Arthur earl of Angle-
sey, lord privy seal

George duke of Buckingham

James duke of Monmouth

John duke of Lauderdale

James duke of Ormond

Hen. earl of Arlington, sec. of state

Sir Geo. Carteret, vice chamberlain

Henry Coventry, Esq; sec. of state

Edward Seymour, Esq;

Sept. 14, 1677. 29 Car. II.

Prince Rupert

Heneage lord Finch, lord chancellor.

Tho. earl of Danby, lord treasurer

Arthur earl of Anglesea, lord privy
seal

James duke of Monmouth

John duke of Lauderdale

James duke of Ormond

Thomas earl of Offory

Henry earl of Arlington, lord
chamberlain

William earl of Craven

Sir Geo. Carteret, vice chamberlain

Henry Coventry, Esq; } secretaries

Sir Joseph Williamson } of state

Sir John Ernle, chancellor and un-
der-treasurer of the Exchequer

Sir Thomas Chicheley, knt. master
of the ordnance

Edward Seymour, Esq;

May 14, 1679. 31 Car. II.

Sir Henry Capel, knt.

Daniel Finch, Esq;

Sir Thomas Lee, bnt.

Sir Humphry Winch, bnt.

Sir Thomas Meeres, knt.

Edward Vaughan, Esq;

Edward Hales, Esq;

Feb. 19, 1679-80. 32 Car. II.

Daniel Finch, Esq;

Sir Humphry Winch, bnt.

Sir Thomas Meeres, knt.

And
those
Officers
for the
time
being.

Edward Hales, Esq;

William viscount Brouncker

Sir Thomas Littelton, bnt.

Jan. 20, 1681. 33 Car. II.

Daniel lord Finch

Sir Humphry Winch, bnt.

Sir Thomas Meeres, knt.

Edward Hales, Esq;

William viscount Brouncker

Henry Saville, Esq;

Sir John Chicheley

April 17, 1684. 36 Car. II.

Daniel earl of Notting-
ham

Sir Humphry Winch, bnt.

Sir Tho. Meeres, knt.

Sir Edward Hales, bnt.

Henry Saville, Esq;

Sir John Chicheley, knt.

Arthur Herbert, Esq;

John lord Vaughan

King James II. managed the admi-
ralty-affairs by secretary Pepys
all the time of his reign.

March 8, 1688-9. 1 Wm. III. and
Mary.

Arthur Herbert, Esq;

John earl of Carbery

Sir Michael Wharton

Sir Thomas Lee, bnt.

Sir John Chicheley, knt.

Sir John Lowther of Whitehaven,
bnt.

William Sacheverill, Esq;

Jan. 20, 1689. 1 Wm. and Mary.

Tho. earl of Pembroke and Mont-
gomery

John earl of Carbury

Sir Thomas Lee, bnt.

Sir John Lowther of Whitehaven,
bnt.

Sir John Chicheley, knt.

June 5, 1690. 2 Wm. and Mary.

Tho. earl of Pembroke and Mont-
gomery

John earl of Carbery

Sir Thomas Lee, bnt.

Sir Jn. Lowther of Whitehaven, bnt.

Edward Russel, Esq;

Sir Richard Onslow, bnt.

Henry Priestman, Esq;

Jan. 23, 1690-1. 3 Wm. & Mary.

Tho. earl of Pembroke and Montgomery

Sir Thomas Lee, brt.

Sir John Lowther of Whitehaven, brt.

Sir Richard Onslow, brt.

Henry Priestman, Esq;

Anthony viscount Faulkland

Robert Austen, Esq;

March 10, 1691-2. 4 Wm. and Mary.

Charles lord Cornwallis

Sir John Lowther, brt.

Sir Richard Onslow, brt.

Henry Priestman, Esq;

Anthony viscount Faulkland

Robert Austen, Esq;

Sir Robert Rich, knt. and brt.

April 15, 1693. 5 Wm. & Mary.

Anthony viscount Faulkland

Sir John Lowther, brt.

Henry Priestman, Esq;

Robert Austen, Esq;

Sir Robert Rich, knt. and brt.

Henry Kelligrew, Esq;

Sir Ralph Delaval, knt.

May 2, 1694. 7 Wm. and Mary.

Edward Ruffel, Esq;

Sir John Lowther brt.

Henry Priestman, Esq;

Robert Austen, Esq;

Sir Robert Rich, knt. and brt.

Sir George Rook, knt.

Sir John Houblon, knt.

Feb. 28, 1695-6. 7 Wm. III.

Edward Ruffel, Esq;

Henry Priestman Esq;

Robert Austen, Esq;

Sir John Rich, knt. and brt.

Sir George Rook, knt.

Sir John Houblon, knt.

James Kendall, Esq;

June 5, 1697. 9 Wm. III.

Edward earl of Orford

Henry Priestman, Esq;

Sir Robert Rich, knt. and brt.

Sir George Rook, knt.

Sir John Houblon, knt.

James Kendall, Esq;

Goodwin Wharton, Esq;

June 2, 1699. 11 Wm. III.

John earl of Bridgewater

John lord Haverham

Sir Robert Rich, knt. and brt.*

Sir George Rook, Esq;

Sir David Mitchell, knt.

* Sir Robert not degraded, but continued in the rank he was in before, though not advanced.

Nov. 1, 1699. 11 Wm. III.

John earl of Bridgewater

John lord Haverham

Sir George Rook, knt.

Sir David Mitchell, knt.

George Churchill, Esq;

April 4, 1701. 13 Wm. III.

Tho. earl of Pembroke and Montgomery

John lord Haverham

Sir George Rook, knt.

Sir David Mitchell, knt.

George Churchill, Esq;

Jan. 26, 1701. 13 Wm. III.

Tho. earl of Pembroke and Montgomery

May 28, 1702. 1 Anne.

His royal highness George prince of Denmark

June 20, 1707. 6 Anne.

His royal highness

George prince of

Denmark, high-

admiral of Great

Britain

} On account
of the
UNION.

Names of the persons appointed by his royal highness for his council, viz.

May 22, 1702. 1 Anne.

Sir George Rook, knt.

Sir David Mitchell, knt.

George Churchill, Esq;

Richard Hill, knt.

March 29, 1703. 2 Anne.

Sir George Rook, knt.

Sir David Mitchell, knt.

George Churchill, Esq;

Richard Hill, Esq;

Hon. James Bridges, Esq;

April 30, 1704. 3 Anne.

Sir George Rook, knt.

Sir David Mitchell, knt.

George Churchill, Esq;

Richard Hill, Esq;

Hon. James Bridges, Esq;

Hon. Henry Pagett, Esq;

Feb.

Feb. 8, 1705-6. 4 Anne.
Sir David Mitchell, knt.
George Churchill, Esq;
Richard Hill, Esq;
Hon. Henry Pagett, Esq;
Sir Cloudesley Shovell, knt.
Robert Walpole, Esq;
Sir Stafford Fairborne, knt.

April 19, 1708. 7 Anne.
Right hon. David earl of Wemys
George Churchill, Esq;
Richard Hill, Esq;
Hon. Henry Pagett, Esq;
Sir Stafford Fairborne, knt.
Sir John Leake, knt.

June 20, 1708. 7 Anne.
Right hon. David earl of Wemys
George Churchill, Esq;
Richard Hill, Esq;
Hon. Henry Pagett, Esq;
Sir John Leake, knt.
Sir James Wishart, knt.

Note, the prince died the 28th of
October, 1708, and the queen
acted in this interval by Mr.
Burchett.

Nov. 29, 1708. 7 Anne.
Tho. earl of Pembroke and Mont-
gomery

Nov. 8, 1709. 7 Anne.
Edward earl of Orford
Sir John Leake, knt.
Sir George Byng, knt.
George Doddington, Esq;
Paul Methuen, Esq;

Oct. 4, 1710. 9 Anne.
Sir John Leake, knt.
Sir George Byng, knt.
George Doddington, Esq;
Paul Methuen, Esq;
Sir William Drake, knt. and brt.
John Aislable, Esq;

Dec. 20, 1710. 9 Anne.
Sir John Leake, knt.
Sir George Byng, knt.
Sir William Drake, knt. and brt.
John Aislable, Esq;
Sir James Wishart, knt.
George Clarke, Esq;

Sept. 30, 1712. 11 Anne.
Thomas earl of Strafford
Sir John Leake, knt.
Sir George Byng, knt.

Sir William Drake, knt. and brt.
John Aislable, Esq;
Sir James Wishart, knt.
George Clarke, Esq;

Jan. 19, 1713. 12 Anne.
The same commission, leaving out
Sir George Byng.

April 9, 1714. 13 Anne,
Thomas earl of Stafford
Sir John Leake, knt.
Sir William Drake, knt. and brt.
Sir James Wishart, knt.
George Clarke, Esq;
Sir George Beaumont

Oct. 14, 1714. 1 Geo.
Edward earl of Orford
Sir George Byng, knt.
George Doddington, Esq;
Sir John Jennings, knt.
Sir Charles Turner, knt.
Abraham Stanyan, Esq;
George Baillie, Esq;

April 16, 1717. 3 Geo.
James earl of Berkeley
Matthew Aylmer, Esq;
Sir George Byng, knt. and brt.
John Cockburne, Esq;
William Chetwynd, Esq;

March 19, 1717-18. 4 Geo.
James earl of Berkeley
Sir George Byng, knt. and brt.
Sir John Jennings, knt.
John Cockburne, Esq; *
William Chetwynd, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.

* Here Mr. Cockburne stands
after Sir John Jennings, because
Sir John was in the preceding
commission, without ever attend-
ing at the board, by reason of Mr.
Aylmer's being placed before him.

Oct. 10, 1721. 3 Geo.
James earl of Berkeley
Sir John Jennings, knt.
John Cockburne, Esq;
William Chetwynd, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Daniel Pultney, Esq;

June 11, 1725. 11 Geo.
James earl of Berkeley
Sir John Jennings, knt.
John Cockburne, Esq;

William

William Chetwynd, Esq;
 Sir John Norris, knt.
 Sir Charles Wager, knt.
 Sir George Oxenden, brt.

June 1, 1727. 13 Geo.
 James earl of Berkeley
 John Cockburne, Esq;
 William Chetwynd, Esq;
 Sir John Norris, knt.
 Sir Charles Wager, knt.
 Sir George Oxenden, brt.
 Sir Thomas Littelton, brt.

August 2, 1727. 1 Geo. II.
 Lord viscount Torrington
 John Cockburne, Esq;
 Sir John Norris, knt.
 Sir Charles Wager, knt.
 Sir Thomas Littelton, brt.
 Lord viscount Malpas
 Samuel Molyneaux, Esq;

June 1, 1728. 1 Geo. II.
 Lord viscount Torrington
 John Cockburne, Esq;
 Sir John Norris, knt.
 Sir Charles Wager, knt.
 Sir Thomas Littelton, brt.
 Lord viscount Malpas
 Sir William Yonge, knt.

May 19, 1729. 2 Geo. II.
 Lord viscount Torrington
 John Cockburne, Esq;
 Sir John Norris, knt.
 Sir Charles Wager, knt.
 Sir Thomas Littelton, knt.
 Sir William Yonge, knt.
 Lord Archibald Hamilton

May 13, 1730. 3 Geo. II.
 Lord viscount Torrington
 John Cockburne, Esq;
 Sir Charles Wager, knt.
 Sir Thomas Littelton, brt.
 Lord Archibald Hamilton
 Sir Thomas Frankland, brt.
 Thomas Winnington, Esq;

June 15, 1732. 6 Geo. II.
 Lord viscount Torrington
 Sir Charles Wager, knt.
 Sir Thomas Littelton, brt.
 Lord Archibald Hamilton
 Sir Thomas Frankland, brt.
 Thomas Winnington, Esq;
 Thomas Clutterbuck, Esq;

June 21, 1733. 7 Geo. II.
 Sir Charles Wager, knt.

Sir Thomas Littelton, brt.
 Lord Archibald Hamilton
 Sir Thomas Frankland, brt.
 Thomas Winnington, Esq;
 Thomas Clutterbuck, Esq;
 Lord Harry Pawlett

May 22, 1736. 9 Geo. II.
 Sir Charles Wager, knt.
 Sir Thomas Littelton, brt.
 Lord Archibald Hamilton
 Sir Thomas Frankland, brt.
 Thomas Clutterbuck, Esq;
 Lord Harry Pawlett
 John Campbell, Esq;

March 12, 1738. 12 Geo. II.
 Sir Charles Wager, knt.
 Sir Thomas Littelton, brt.
 Sir Thomas Frankland, brt.
 Thomas Clutterbuck, Esq;
 Lord Harry Pawlett
 John Campbell, Esq;
 Lord Vere Beauclerk

May 15, 1741. 14 Geo. II.
 Sir Charles Wager, knt.
 Sir Thomas Frankland, brt.
 Lord Harry Pawlett
 John Campbell, Esq;
 Lord Vere Beauclerk
 Lord Glenorchy
 Edward Thompson, Esq;

March 19, 1741. 15 Geo. II.
 Daniel earl of Winchelsea and
 Nottingham
 John Cockburne, Esq;
 Lord Archibald Hamilton
 Lord Baltimore
 Philip Cavendish, Esq;
 George Lee, L. L. D.
 John Trevor, Esq;

Dec. 13, 1743. 17 Geo. II.
 Daniel earl of Winchelsea
 John Cockburne, Esq;
 Lord Archibald Hamilton
 Lord Baltimore
 George Lee, L. L. D.
 Sir Charles Hardy, knt.
 John Philipson, Esq;

Dec. 1744. 18 Geo. II.
 The duke of Bedford
 Lord Sandwich
 Lord Archibald Hamilton

* Lord

* Lord Vere Beauclerk

† Lord Baltimore

George Anson, Esq;

George Grenville, Esq;

* This Lord never stood higher than Fifth in any Commission till now.

† Here Lord Baltimore stands degraded to Fifth, instead of Fourth, as he stood in the two preceding Commissions.

Feb. 20, 1747-8.

John earl of Sandwich

Lord Vere Beauclerk

George lord Anson

George Grenville, Esq;

Right hon. Wm. Barrington

Wm. lord viscount Duncannon

Welbore Ellis, Esq;

Honourable John Stanhope

Dec. 1748.

Honourable Thomas Villiers, in the room of the Hon. John Stanhope, deceased. The rest continued.

Nov. 18, 1749.

John earl of Sandwich

George lord Anson

William viscount Barrington

William lord viscount Duncannon

Welbore Ellis, Esq;

Honourable Thomas Villiers

Granville Leveson Gower, commonly called lord Trentham.

June 22, 1751.

Lord Anson

William viscount Barrington

William viscount Duncannon

Welbore Ellis, Esq;

Honourable Thomas Villiers

William Rowley, Esq;

Honourable Edward Boscawen

April 6, 1754.

Lord Anson

Lord viscount Duncannon

Welbore Ellis, Esq;

Honourable Thomas Villiers

William Rowley, Esq; (created a

knt. of the Bath in 1755)

Honourable Edward Boscawen

Charles Townshend, Esq;



The Life of Sir CHARLES WAGER.

SIR CHARLES WAGER was born in the year 1666, and entered very young into the service of his country, where he continued several years before he was honoured with a command. But his merit at length advanced him to those honours he so well deserved. He commanded the Hampton-Court, under Sir Cloudesley Shovel, in the Mediterranean, in the year 1703; and also under Sir George Rooke, in the memorable battle off Malaga, in which the French were defeated.

In the year 1708 he commanded a squadron in the West-Indies, and performed that agreeable piece of service to his country, namely, the intercepting the Spanish galleons, of which we have given a full account*; and shall only add here, that the admiral of the galleons hoisted his flag in a ship of sixty-four brass guns, and had between four and five hundred men, with near six millions of pieces of eight; the rear-admiral had fifty-five guns, and between three and four hundred men; but upon some difference arising between him and the admiral at Porto Bello, orders were given that no money should be put on board her, so that thirteen chests of pieces of eight, and fourteen pigs of silver, which were privately put on board in the night, and belonged to some of the passengers, was all the treasure, except what some private persons might be possessed of. The other Spanish ships had scarce any money on board; but, like their rear-admiral, were chiefly laden with cacao, and only one of them of any considerable force. The two French ships had about a hundred thousand pieces of eight on board.

[* Vol. III. p. 256.]

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On the 24th of July commodore Wager received a commission of rear-admiral of the blue, in consideration of the many services he had done his country. He continued to do every thing in his power to annoy the enemy, and protect our trade, till the latter end of the summer, when he received orders to return to England; and accordingly he left Jamaica, and arrived at St. Helens on the 20th of November.

On the 12th of November, 1709, he was appointed rear-admiral of the red, and continued serving his country in that station till the death of queen Anne. He was chosen member for Portsmouth in the parliament which met in 1710. In 1713 he represented the borough of Westlow, and in 1714 was again chosen for Portsmouth.

On the accession of king George I. he was appointed vice-admiral of the red, and sent into the Mediterranean to relieve Sir James Wishart. And in the year 1717, he was appointed one of the commissioners for executing the office of lord high admiral of Great Britain and Ireland. In the year 1722 he again represented the town of Portsmouth, along with Sir John Norris.

In the year 1726, he was sent into the Baltic with a squadron to assist the Danes and Swedes against the czarina, and had the pleasure to see his endeavours crowned with success; for the czarina being intimidated by the appearance of so formidable a fleet, laid aside all thoughts of attempting any thing to the prejudice of Denmark and Sweden. Sir Charles was graciously received at both these courts, and had the honour to dine with the king of Denmark.

In the spring of the year 1727, Sir Charles sailed from Spithead with six ships and two sloops, to join admiral Hopson, then at Gibraltar, in order to de-

feat the intentions of the Spaniards, who had formed a scheme for retaking that place, and had actually opened the trenches before it; but the Spaniards were soon convinced that they had undertaken what they could not perform, and therefore desisted from any further attempts upon that strong fortress.

Sir Charles sailed from Gibraltar to the bay of Tetuan, where he was courteously entertained by the dey; but on his return to Gibraltar, the Spaniards were again employed on their works; on which Sir Charles took all possible precautions, not only to prevent their carrying on any approaches towards the place, but also for intercepting the galleons, then on their return to Europe. These vigorous measures had the desired effect; for the Spaniards immediately agreed to make up the differences then subsisting between Great Britain and Spain. Such important services could not fail of recommending him to the favour of his majesty, who graciously received him at his return from the Mediterranean. During his absence on this expedition he was a fourth time elected member for Portsmouth.

In the beginning of the year 1731, Sir Charles was appointed admiral of the blue, and sent with a strong squadron into the Mediterranean, in order to convoy Don Carlos into Italy, and place him on the throne of Naples; which he accordingly performed, and returned to St. Helens, where he arrived on the 10th of December.

In the beginning of the year 1733, Sir Charles, on the death of the earl of Torrington, was appointed first commissioner of the admiralty, and one of his majesty's most honourable privy-council. In these posts he exerted himself in the service of his country, missing no opportunity of doing every thing in his power to maintain the honour of the British

British flag, and reward such officers as were careful to discharge every branch of their duty.

In the next year at a general election, he was chosen to represent the city of Westminster in parliament, together with lord Sundon. And in the year 1740 he was appointed one of the lords justices for the administration of the government during the king's absence from the kingdom, when he visited his Hanoverian dominions. Whilst he continued to hold this important post, he wrote the following letter to admiral Vernon, then in the West-Indies, which serves to throw a light on the political sentiments of this great man; and if it does not shew him in the light of an elegant writer, it proves that he knew the political interests of Europe, and could predict future events with great accuracy.

Sir CHARLES WAGER to Admiral VERNON.

S I R,

"THIS is to own the receipt of your letter by captain Knowles. The duke of Newcastle is out of town, but your letter was read yesterday at the regency, where your proceedings are very well approved. The fleet that is coming to you will sail with the first wind, and to that I refer you for all the news that can be had from hence. Captain Knowles being desirous to return to you, we have put him into the Litchfield, which ship is one of the squadron coming to you, and I hope he will be of good service to you, as he is already by your account of him.

"I find, by a letter from captain Douglas to the board, brought by Knowles, that he had taken a Dutch ship from Cadiz, bound to Vera Cruz, which had a viceroy on board for Mexico, which ship is, I suppose, at Jamaica before now: the Dutch will,

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to be sure, expect it to be released, as being a Dutch ship, and will also claim the effects, though Spanish, as the French do by the treaty of commerce with them, which makes free ship, free goods, except they be contraband, and the treaty describes what is contraband, and what is not, and we have already had disputes with the French upon that head; but as the Spaniards have declared, as it is said, that they will seize all English effects in Dutch, or neutral ships, and have actually done so in more instances than one; why we should be fixed up by the treaty when they are not, I can see no reason, though to be sure the Dutch will claim the benefit of the treaty*, as the French also will; and it is said that there were at Cadiz, besides French and Dutch, a ship or two with Imperial colours loading goods for America. Sir John Norris is sailed with above twenty men of war of sixty, seventy, and eighty guns to the coast of Galicia, but I fear he will find it impracticable to enter Ferrol, and burn the ships there, it being so well fortified, and the entrance so narrow, and pretty long, with a number of guns on both sides, and a boom, or chain across: the strength of the Spanish fleet is now there, being eighteen or twenty ships, with those that went thither from Cadiz; they are in a bad condition, as we are informed, many men sick and dead, and in want of every thing; as are also the

* He says in another letter, "If the Dutch ship was hired by the Spaniards, she becomes a Spanish ship, till that time is expired; if she was upon freight at so much a ton, it may alter the case: you know that in the late wars with France and Spain, the enemies goods used to be taken out, and the ships of neutral nations paid their freight and dismissed; but by the treaty of Utrecht, of which I suppose you have a copy from this office, there is an article, that a free ship shall make free goods, both in the French and Dutch treaty; but as the Spaniards have already broke that treaty, by taking English goods out of Dutch ships, there is a Lex Talionis, that should entitle us to do the same by them; but this is only my private opinion."

troops

troops in those provinces, though intended, when ordered thither, to make a descent upon us, which they soon found impracticable, for want of all things necessary for it, though we had no fleet to oppose them; but I believe those resolutions were taken to amuse the king of Spain, who thought he could conquer the world; but finding those things, and taking Minorca, but chimeras, and hearing, at last, when they could keep it no longer from him, of your success at Porto Bello, and since at Chagre, has put his majesty, as I hear by the by, into a fit of melancholy, that if the queen did not hinder, in all probability he would resign: no doubt but he was made to believe, that the French would join him; and we having no allies, which I think is no wonder, considering how we left them in the lurch, and forced them into a dishonourable peace, the Spaniards thought, and not without reason, that, with the French assistance, they could be too many for us: how long the French will keep out of the war cannot be known, but the loss of their commerce in the galleons and flota, if it continues, will certainly incline them to come into it at last. I hope we shall find some allies, if they should, or else such a war would be heavy upon us; though it would be a great prejudice to their trade, which has prodigiously encreased since the late wars, and is much more advantageous to their nation than war can be. There are, as usual, great expectations from your present expedition; if the soldiers do not fall sick and die, as they used to do formerly, something considerable will, no doubt, be done. I do not know whether the time of the year will be proper to go first to the Havannah, for fear of the Norths; if not, I see nothing considerable to windward but Carthagena; but you know, as well as I, that whatever is determined to be put in execution, must be
 imme-

immediately proceeded upon; for soldiers, no more than other people, cannot do any thing when they are dead, and that will be their fate if they stay too long at Jamaica: the health your squadron have had, has been from your keeping them constantly employed. You will be the best judge, who are upon the spot, what shall be most adviseable to undertake. I wish we had a squadron now in the South Sea, to have a communication with you from Panama; but the proper season for that was lost. I am sure you will do what you can, and so I believe will lord Cathcart, in conjunction with you; he is a man of very good temper, and a good soldier, and I hope there will be no difference possible to arise between you. I wish you health, and all the success that can reasonably be expected, and shall remain,

Admiralty Office,
August 6, 1740.

Your humble servant,
CHARLES WAGER.

In the year 1741 Sir Charles Wager was again a candidate with lord Sundon, to represent the city of Westminster in parliament; but the popularity of admiral Vernon at that time led many of the inhabitants of Westminster, to wish to see him one of their representatives. For this purpose Sir Charles was invited to join his name with that of the absent admiral; but this he declined, and continued to connect himself with lord Sundon. Notwithstanding the admiral's lady permitted a letter of hers to be inserted in the public paper, in which she declared "that her husband being nominated at Westminster, was not with her knowledge or approbation, nor of any of his friends as far as she knew;" yet the measure was not dropped. The poll continued from the 2d to the 8th day of May, when a violent tumult

tumult furnished a pretext for the books to be closed, and a party of soldiers to be called in to quell the riot. The numbers upon the poll when closed stood as follows, viz.

For lord Sundon	—	3533
Sir Charles Wager	—	3686
Admiral Vernon	—	3290
Mr. Edwin	—	3161

The voters of Westminster looking upon their rights to be invaded by such proceedings, presented a petition to parliament, complaining of an undue election; whereupon the house of commons entered into an enquiry, and declared the election void. A new election was appointed on the 31st day of December, when the lord viscount Percival and Mr. Charles Edwin were chosen without opposition. As to admiral Vernon, he had been chosen for three several places, viz. Rochester, Ipswich, and Penryn in Cornwall, so that he could not be again put in nomination for Westminster. The following letter written by Mr. Poultney, afterwards earl of Bath, to admiral Vernon, serves both to throw a light on the transaction, and to display the character of Sir Charles Wager.

Dear S I R,

“THE world here, and especially your friends, are waiting with great impatience for a second express from you, with the news of the surrender of the town of Carthage, where we hope you will all get great riches, to add to the many honours you have already acquired. I write to you but seldom, because I know you have but little leisure to read useless letters, much less to answer them; but yet it is right you should sometimes hear from your particular

particular friends and well-wishers, to know a little more truth than you are likely to hear from the ministers alone. The great things you have done for your country, greater almost than ever man did, have met, I assure you, with a very grateful return from the generality of your countrymen. You are certainly, at this time, the most popular and best beloved man in England: all places that send members to parliament have been struggling to have you for their representative, and, I dare say, you might have been chosen in twenty more places than you are at present.

"The ministry (but when I use that general term, I mean the leading men among them) has, as far as they could, or durst, opposed you every where, and set you at last up in the city themselves, with no other view than to create confusion and distraction there. This made the citizens, who saw their drift, nominate you as a candidate for Westminster, where you would most certainly have carried it for one, but for the most scandalous practices, and violent acts of power that ever were made use of. Your friend, Sir Charles Wager, had nothing to do in this, which I am heartily glad of, because I esteem him much, and know him to be a very valuable man, extremely amiable in his character of private life, and a well-wisher to his country in his public capacity: but as I understand a full account of their whole proceedings had been sent to you, I will trouble you no further upon it: upon the whole, I can tell you, that we have a good parliament chosen, and I can assure you, by the justest calculation, the ministry cannot brag of a sure majority of ten members in it; I mean, to do their dirty work; but I hope to see a perfect unanimity in every measure that shall be judged necessary for the support of his majesty, and the honour and interest of our country.

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We are told, that two thousand men are forthwith to be sent to you, with all proper stores, provisions, &c. these will, I hope, enable you to take the Havannah; and if we once get the island of Cuba, I hope we shall have sense and spirit enough to keep it, notwithstanding any remonstrances, and even the combination of the whole world to force us to yield it back again. The possession of that island must be of vast utility to us, and make this country for ever masters at sea, in that part of the world, from whence all the riches flow to Europe. Peru and Mexico might be the property of the Spaniards, under our protection, whilst they suffered us to enjoy a reasonable proportion of the trade, which the French have almost engrossed for many years past; but if ever they pretended to use us again, as they formerly did, you have shewn them, that even those kingdoms may be taken from them likewise. God Almighty send you success in whatever you undertake; and may you finish your career with the same glory to yourself, and advantage to your country, that you have begun it. I am, with the greatest truth and respect,

S I R,

London, June
16, 1741.

Your most obedient,
humble servant,
WILLIAM PULTENEY.

Soon after, he quitted his post of first commissioner of the admiralty, and was succeeded by the earl of Winchelsea and Nottingham. Sir Charles did not long survive his retreat from public business; he died the following year in the seventy-eighth year of his age. As he died without issue he left his fortune to his wife, and at her disposal; except an hundred pounds a year to his sister, and a thousand pounds to his niece whenever she should marry, and

until then forty pounds a year. His remains were deposited in Westminster Abbey, in the north isle, where an elegant monument, by Schumaker, is erected, with the following inscription :

To the memory of Sir CHARLES WAGER, Knight,
Admiral of the white, first commissioner of the
admiralty,

And privy counsellor.

A man of great natural talents,

Improved by industry and long experience :

Who bore the highest commands,

And passed through the greatest employments,

With credit to himself and honour to his country,

He was in his private life,

Humane, temperate, just, and bountiful ;

In public station,

Valiant, prudent, wise, and honest ;

Easy of access to all :

Steady and resolute in his conduct :

So remarkably happy in his presence of mind,

That no danger ever discomposed him.

Esteemed and favoured by his king ;

Beloved and honoured by his country ;

He died 24th of May, 1743. Aged seventy-seven,

The Life of Sir JOHN BALCHEN.

THIS eminent seaman owed his preferment entirely to intrinsic worth, and not to the powerful recommendations of family connections. He was born on the 2d of February, 1669, and after receiving a suitable education, entered on board the royal navy, where he served several years in inferior stations, and by learning to obey, became qualified to command. He was appointed captain of the *Virgin* prize on the 25th of July, 1697, and was always considered as one of the most active commanders in the royal navy. He never sacrificed the service of his country to his own private interest, nor sought stations that might be attended with greater advantage than those where he was employed in protecting the English trade from the insults of privateers.

He commanded the *Shrewsbury* in that remarkable action near Sicily, in which the Spanish fleet were almost totally destroyed by that of Great Britain, commanded by Sir George Byng.

In the year 1728, he was made rear-admiral of the blue; and in the year 1731, commanded under Sir Charles Wager, when don Carlos was placed on the Neapolitan throne.

In the year 1734, he was made rear-admiral of the white, and commanded a large squadron at Plymouth, which was intended to join the grand fleet under Sir John Norris; and in 1739, he was created vice-admiral of the red.

The war against Spain being declared in 1739, admiral Balchen was sent in the spring of the next year to intercept the *Assogue* ships, then expected in Old Spain, under convoy of admiral Pizarro. But the Spanish admiral being informed by an ad-

vice-boat that the English were cruising for him off Cape Finisterre, stood to the northward, till he made the Lizard, and then bore away for the Spanish coasts in the bay of Biscay, and by that means escaped the vigilance of admiral Balchen, and arrived safe at St. Andero.

On the 9th of August, 1743, he was appointed admiral of the white; and at the beginning of next year, governor of Greenwich hospital, as some reward for the many services he had done his country, and where he intended to spend the remainder of his days in peace and tranquility, free from the fatigues of a seafaring life. But these pleasing expectations soon vanished; his country once more demanding his service.

Sir Charles Hardy had been sent with a large convoy of store-ships to admiral Matthews in the Mediterranean, who was in the utmost distress, his ships being almost destitute of provisions, and their rigging in a very bad condition. The French were not ignorant of the distress of the English fleet, and therefore determined, if possible, to intercept Sir Charles, with his convoy, or at least to prevent him from joining the admiral in the Mediterranean. Accordingly a large fleet was fitted out at Brest; but to prevent any suspicion, one or two ships only sailed out at a time, all of which joined in a certain latitude, and then proceeded to execute their design. Sir Charles arrived safe at Lisbon; but before he could proceed on his voyage, the French had blocked him up in the Tagus.

There was now a necessity for relieving Sir Charles, and consequently of sending an admiral whose courage and conduct could be depended upon. In this extremity the ministry cast their eyes upon admiral Balchen, who accordingly repaired to Portsmouth, and took on him the command of a large fleet, fitted out

out for this important service. On his arrival he hoisted his flag on board the *Victory*, the largest and finest ship in the royal navy, and on the 17th of August sailed from Spithead, to relieve Sir Charles Hardy. He arrived safe at Lisbon on the 9th of September, and after joining the squadron of Sir Charles, convoyed them to Gibraltar; the French, at his approach, retiring into Cadiz.

Admiral Balchen having performed this important service, proceeded to cruize on the coast of Portugal, hoping to come up with some of the Brest fleet; but the French commander took care to prevent his design, by continuing in the harbour of Cadiz. The British admiral, on being informed that the French had taken shelter under the fortifications of that place, continued his course for England. But on the 3d of October, he was overtaken by a violent storm, which dispersed the fleet, and the *Victory*, being drove on the Caskets, sunk, and every soul on board her perished.

Thus the gallant Balchen, when he was entering the channel, and retiring for ever from the storms which swell the ocean with tremendous commotions, was overtaken, and buried beneath the foaming surface of the deep. The whole nation shewed a generous concern for this terrible misfortune; and his majesty was graciously pleased to settle a pension of five hundred pounds per annum on the admiral's lady during life: and to perpetuate his memory, a small and neat monument was erected in Westminster Abbey, on which is the following inscription:

"Sir John Balchen, Knight, admiral of the white squadron of his majesty's fleet; who, in the year 1744, being sent out commander in chief of the combined fleets of England and Holland, to cruize on the enemy, was, on his return home, in his majesty's ship the *Victory*, lost in the channel by a violent storm. From which sad circumstance of his death

death we may learn, that neither the greatest skill, judgment, or experience, joined to the most unshaken resolution, can resist the fury of the winds and waves; and we are taught from the passages of his life, which were filled with great and gallant actions, but accompanied with adverse gales of fortune, that the brave, the worthy, and the good man, meets not always his reward in this world. Fifty-eight years of faithful and painful service he had passed, when being just retired to the government of Greenwich hospital, to wear out the remainder of his days, he was once more, and for the last time, called out by his king and country, whose interest he ever preferred to his own, and his unwearied zeal for their service ended only with his life; which weighty misfortune to his afflicted family, became heightened by many aggravating circumstances attending it; yet, amidst their grief, they had the mournful consolation to find his gracious and royal master mixing his concern with the general lamentations of the public, for the calamitous fate of so zealous, so valiant, and so able a commander; and, as a lasting memorial of sincere love and affection borne by his widow to a most affectionate and worthy husband, this honorary monument was erected by her.

“He was born February the second, 1669; married Susannah, the daughter of colonel Apreece, of Washingly in the county of Huntingdon; died October the 7th, 1744, leaving one son and one daughter*; the former of whom, George Balchen, survived him but a short time; for, being sent to the West-Indies in 1745, commander of his majesty's ship the Pembroke, he died at Barbadoes, in December the same year, aged twenty-eight, having walked in the steps, and imitated the virtues and bravery of his good, but unfortunate father.”

* Who married Mr. West, afterwards an admiral; of whom more will be said hereafter.

The Life of Sir PETER WARREN.

THIS celebrated commander was descended from an ancient family in Ireland, and received a suitable education to qualify him for a command in the royal navy, in which he served several years with the greatest reputation, always preferring his country's interest to his own, and being indefatigable in distressing the enemy and taking their ships, on every station where he commanded.

But the transaction which placed his great abilities in their full light, was the taking of Louisbourg in the year 1745, when he was appointed commodore of the British squadron sent on that service; of which we have given a full account, page 268.

As soon as the news of Louisbourg's being taken, reached England, congratulations from every quarter were presented to his Britannic majesty, on which joyful occasion, his majesty granted to general Pepperell the dignity of a baronet, and appointed commodore Warren rear-admiral of the blue, as some recompence for their eminent services.

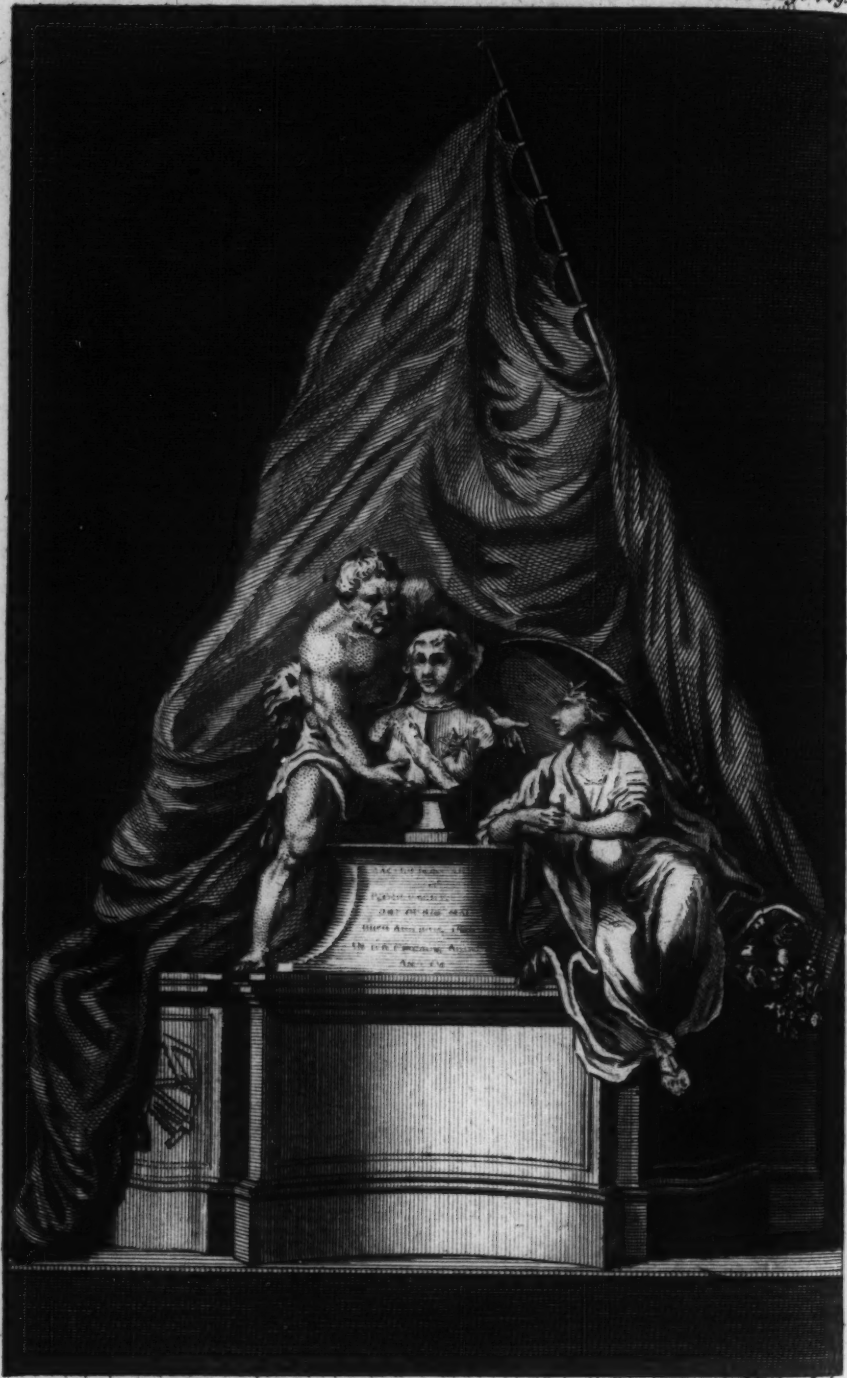
The taking of Cape Breton, was a very severe stroke to the French, as it deprived them of their valuable fishery, and was the key of Canada. It is therefore no wonder that they were constantly on the watch to retake this favourite place: in the year 1747, they fitted out a large fleet for this purpose, and at the same time another squadron, to prosecute their success in the East-Indies. These two squadrons were ordered to sail at the same time, and to keep company with each other, till they were at a sufficient distance from the coast of France, to be past all danger of meeting with a superior fleet to oppose their passage. But this scheme, which the French flattered themselves, could not fail of succeeding,

ceeding, was rendered abortive by the gallant admirals Anson and Warren, who with a large fleet of ships fell in with the French, defeated the whole fleet, and took the greatest part of the men of war, as we have already related at large, page 336 & seq. of this volume. Thus the conqueror of Cape Breton became its protector, and confirmed its possession to the English, who kept it till the peace of Aix la Chapelle. For this gallant action, admiral Anson was created a peer of Great Britain, and admiral Warren invested with the order of the Bath.

This was the last service Sir Peter Warren rendered to his country, as a commander in the British fleet, except the taking of some rich St. Domingo ships soon after; for a peace being concluded in the succeeding year, the fleet was laid up in the several harbours. He was, however, still indefatigable in doing every thing in his power that might tend to the advantage of his country; and this disposition he constantly discovered as a member of the British parliament. There he supported the cause of the naval officers with great spirit and propriety, when the bill for subjecting them to martial law was depending; and every scheme that had a tendency to national benefit, was sure to meet with his approbation and protection. Nor were his countrymen ungrateful for the many services he had done them; the inhabitants of Westminster chose him for one of their representatives in parliament, and all seemed ambitious to shew how highly they esteemed him.

The city of London presented him with the freedom of their city in a gold box, and solicited him to become one of their aldermen. But that honour he very handsomely declined. At the same time he sent two hundred pounds, half of which he desired might be applied for defraying the expence of a dinner, and the other half distributed to the poor of the ward. The profession of a seaman might have been thought

[illegible]



Walker, sculp.

*The Monument of S^r Peter Warren.
who Died 1752, Aged 49.*

not so well suited to the character of a magistrate of the city of London, but the popular cry was too violent to be regulated by considerations of propriety; the admiral indeed had declined the honour, but some zealots were determined to confer it on him, even against his will; he was therefore nominated for Billingsgate ward, in opposition to William Alexander, Esq; and a poll being demanded, Sir Peter was declared duly elected. Nothing was more foreign to the new alderman's intentions than to conform to the routine of business, which that dignity prescribed; but as his officious friends would take no denial, and the goldsmith's company had admitted him to their livery, whereby he became eligible to the office, he had no other means left of disencumbering himself of this unwieldy honour, than by the payment of five hundred pounds into the chamber of London.

At a general assembly at the Tholsel at Dublin, Sir Peter Warren was complimented with the freedom of that city in a gold box, without any of those expensive appendages to that honour which followed the distinctions shewn him by the city of London.

In the midst of this popularity he paid a visit to Ireland, his native country, where he died of an inflammatory fever, on the 29th of July, 1752, in the forty-second year of his age; sincerely lamented by all ranks of people. An elegant monument is erected to his memory in Westminster Abbey, on which is inscribed the following character of this public spirited man:

Sacred to the memory
Of Sir PETER WARREN,
Knight of the Bath,
Vice-admiral of the red Squadron
Of the British fleet,
And member of parliament
For the city and liberty of Westminster.

He derived his descent from an ancient family of
Ireland;

His fame and honours from his virtues and abilities;
How eminently these were displayed,

With what vigilance and spirit they were exerted,
In the various services in which he had the honour
to command,

And the happiness to conquer,
Will be more properly recorded in the Annals of
Great Britain.

On this tablet, affection with truth must say,
That deservedly esteemed in private life,
And universally renowned for his public conduct,
The judicious and gallant officer
Possessed all the amiable qualities of the friend,
The gentleman, and the Christian.

But the Almighty,
Whom alone he feared,
And whose gracious protection he had often experienced,

Was pleased to remove him from a life of honour
To an eternity of happiness,
On the 29th day of July, 1752, in the forty-second
year of his age.

Susannah, his afflicted wife, caused this monument
to be erected,

By
S. F. Roubiliac,
MDCCLIII.

The Life of Admiral VERNON.

EDWARD VERNON, Esq; was descended from an ancient family in Staffordshire, and born at Westminster on the 12th of November, 1684. His father, who was secretary of state to king William and queen Mary, gave him a very good education, and had no intention of bringing him up for the sea-service; but his genius being entirely turned to that employment, his father at last consented, and young Vernon pursued those studies which had relation to navigation and gunnery with surprising alacrity and success.

The first expedition Mr. Vernon made to sea, was under admiral Hopson, when the French fleet and Spanish galleons were destroyed at Vigo; an expedition that will always remain an instance of the amazing intrepidity and courage of the English.

In the year 1702, Mr. Vernon served as second lieutenant on board the *Resolution*, in an expedition to the West Indies, under the command of commodore Walker, when he gained that remarkable knowledge of the Leeward islands, for which he was afterwards so distinguished.

In the year 1704, Mr. Vernon served on board the fleet commanded by Sir George Rooke, in conveying the king of Spain to Lisbon; when he received an hundred guineas and a ring from his majesty's own hand. He was also at the famous battle off Malaga, both which were performed the same year; and also in most of the great transactions of that time.

Having thus served as an inferior officer several years, he was appointed commander of the *Dolphin*, January the 22d, 1705; and in the year 1707, commanded the *Royal Oak*, one of the ships sent

to convoy the Lisbon fleet, which falling in with the French, three of the men of war were taken, and a fourth, viz. the Devonshire, was blown up. The Royal Oak was boarded by the Achille, but had the good fortune to escape.

In the year 1708, Mr. Vernon commanded the Jersey, and was sent to the West-Indies, with a commission of rear-admiral to Sir Charles Wager, who had lately destroyed the galleons in those seas. Here he was remarkably vigilant, taking many valuable prizes, and greatly interrupting the trade of the enemy.

In the year 1715, Mr. Vernon commanded the Assistance, a ship of fifty guns, under Sir John Norris, in an expedition to the Baltic, by which means he had an opportunity of being acquainted with the north-east part of Europe, as he had before with the coast of the Mediterranean and the West-Indies.

He also commanded the Grafton, of seventy guns, in the same seas, under Sir Charles Wager, in 1726, during which expedition he compleated his knowledge of these parts; for he never neglected any opportunity of making all the necessary observations where-ever he came.

At the accession of king George II. in the year 1727, a new parliament was called, and captain Vernon was chosen member for Penryn in Cornwall. And soon after he was sent to Gibraltar, commander of the Grafton, to join Sir Charles Wager, where he continued till the reconciliation with Spain was effected.

As a member of the house of commons, Mr. Vernon opposed the measures of Sir Robert Walpole with great warmth, but when it was found impossible any longer to keep on terms with Spain, the ministry made choice of him, being now created
vice-

vice-admiral of the blue, to command a fleet in the West-Indies. This memorable expedition has been already related, page 56, 96, & seq. the ministry have been charged with never heartily wishing it success; the following letter written by Mr. Pulteney, afterwards earl of Bath, to his friend the admiral, shews how backward they were to set it on foot.

S I R,

“HAVING an opportunity of writing to you by a safe conveyance, give me leave, in the first place, to return you my thanks for your letter; and, in the next, for your own honour and our country's service let me add, my wishes that you have performed some exploit worthy your character, and our expectations. I am sure it will please you to hear that all your friends in parliament have taken the part of joining, with the utmost zeal, in the support of the war; nay, we have taken the lead; and forced (some at least in) the administration to do what they were very unwilling to do, though the whole nation seemed to require it, and though it was the only step they could take to extricate themselves from the ignominy of their former long forbearance and timidity. God prosper our arms with success, and make you the instrument of retrieving the honour of your country. I am confident you will do me the justice to believe that no one can possibly wish you better, or is more sincerely than I am,

London, Nov.
25, 1739.

Your faithful friend, and
most obedient humble serv.

WILLIAM PULTENEY.’

However,

However, the reduction of Porto Bello compelled the ministry to unite their voice with that of the whole nation in extolling the exploit. On this occasion Mr. Pulteney wrote to the admiral as follows :

S I R,

“THIS will be delivered to you by captain Limeburner, one whom Sir Charles Wager preferred, at my recommendation : you will find him, I dare say, a very sensible honest man, and if he be such, I am confident, he will meet with your further encouragement and protection. Since I now write to you by him with safety, I will venture to do it with some freedom, and give you such lights into our way of acting and thinking here, as may perhaps be of some use to you. I take it for granted, that you have been thoroughly informed, by Mr. Wood, of every thing that passed in parliament here, when we first received the news of the taking of Porto Bello. When our ministers found that they could neither diminish the glory of your enterprize, nor lessen the importance of the place, both of which they attempted, they thought it most prudent to join in the cry, and seem as forward as any of us, in the addressees of congratulation, assuming, at the same time, great merit to themselves, since you acted, they said, by their orders : your friends took the affair up with as high a hand as possible, and had the whole nation to back them in it. The ministry being thus forced to chime in with us, though their affectation was visible to every one, it furnished us with the means of driving them further than ever they intended to go. When I say the ministry, you must understand me to mean only the *primum mobile*—there ; for I am fully persuaded there are

some among them; willing to act with vigour, and to do the nation justice. We shewed them how much time and how many opportunities had been lost, and what ignominy this nation had suffered by our former timidity; we urged, that it was now manifest, by what you had done, as well as by what you had formerly said, that this very thing might have been accomplished long ago, with a much less force than Hosier had. We reproached them for sending no land-forces with you, to enable you to push your conquests farther, and particularly, for their backwardness in not supporting you from time to time with more ships, and a constant supply of fresh stores, provisions, &c. At the same time we assured them, that if they would even now be in earnest in vindicating the honour of the nation, and carrying on the war with vigour, they should find us ready to support them in whatever could in reason be asked, and that all animosities should subside, till we had retrieved our lost reputation: to avoid these clamours, and urged by these assurances, they pretended to be as much in earnest as ourselves, and this begat my lord Cathcart's expedition. (Perhaps in time I may explain something further to you on this head.) We made all our promises good; and having given them every thing they asked of parliament, no one expence was refused them, though many needless ones were demanded, particularly the increase of our horse and dragoons at home, under the ridiculous pretence of fearing a foreign invasion. They desired a body of marines, which was cheerfully agreed to; but when they came to deliver the estimate, it was manifestly meant only as an augmentation of our land-forces, and an increase of our home establishment of guards and garrisons, which already gave too much jealousy. This was shewn; the ministry was exposed, but the service
was

was nevertheless voted. After this they came again to parliament, and desired now really a body of marines, which they intended should serve on board the fleet; we laughed at them for thus exposing their former conduct; and when we had declared, that all the foot regiments in England should be looked upon as marines, and liable to serve on board the navy, and shewn what they meant by this job, which was to get a place or two more for some members of parliament, we agreed to this likewise, and voted the establishment. Four millions of money have been given, and, I dare say, much more will be expended in simple camps at home, and idle parading with our fleets abroad. A vast fleet is to be sent with Sir John Norris, and yet no body seems to have any expectations from it. To ravage the coasts of Spain (supposing we could do it) seems to be with a desire only of forcing the Spaniards into a peace, before we have secured such advantages, as we may reasonably hope for in another place. Every man of sense agrees, that the only place to push them in, is the West-Indies, and there we can be too hard for them, and may defy the whole world besides. All pomp and ostentation in the European seas is useless. Had we, instead of the expence we have been at, scoured the seas at home with separate men of war, and drove away the privateers, who have preyed on our trade, and infested even our very coasts, keeping, at the same time, a sufficient strength against any attack, our merchants had been much better satisfied, and we had given less umbrage and offence to France, whilst we might have done our business in another place more effectually. This I hope we shall still do; and I own I have great confidence in lord Cathcart, because I am sure he comes determined to

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to co-operate with you, and *to be guided by you* *, in every thing that shall be judged for the honour and interest of Great Britain. You will find him a very able man, with great spirit, honour and judgment; and I have formerly heard lord Marlborough commend him extremely as a soldier. *Whilst you two agree, and for the sake of your country I hope you always will* †, what may not this nation expect? We one and all cry out there is no dependance on the faith of treaties; something must be obtained to keep the Spaniards from insulting us again; and we must no longer rely on bare promises only, for the security of our navigation and commerce: *Take and hold*, is the cry; this plainly points out Cuba; and if the people of England were to give you instructions, I may venture to say, ninety-nine in a hundred would be for the attacking of that island. We are told it is left to a council of war to determine where you are to go; should it be to Carthage first, even that action (great as it might be) would be a disappointment of our hopes; it might be a very sensible mischief to Spain, but what we now immediately want is, advantage to ourselves. Cuba is an island that may be of such importance, and the Havannah is a port of such infinite consequence, that the conquest of them seems to be preferable to every thing else. These we may take and hold, and these will give us the key to the West Indies. Thus does every man in England reason, except very few, who may be careful of giving offence to France, and fancy peace may be rendered more difficult by this maxim of taking and

* The well known disposition of the admiral may be inferred from this expression of his friend.—In another letter he says, “Lord Cathcart is a brave and worthy man, and I dare say, will have sense enough to agree with you in every thing, and live in a perfect harmony.”

† Another clue to the character of admiral Vernon.

holding. Perhaps likewise the people of Jamaica may not be very forward to encourage an attempt against Cuba, imagining it may lessen the value of their lands in Jamaica; but supposing this were true, of what weight is such a consideration when put into the national scale? Surely Cuba may be made of infinitely more importance to the Mother Country; it is a pure, a large, and a healthier island, and, in all respects whatsoever, better situated. I make no question, but that, with a right conduct, it might soon be peopled; many persons, with proper encouragement, and a right distribution of the lands, might be brought to settle there from our continent, and from other parts of America. The act we passed last session for naturalizing all foreign protestants, who shall reside, for seven years, in any of his majesty's colonies in the West-Indies, will help to people it from Europe; and when we are once possessed of it, the whole world will not be able to dispossess us again; we may then make peace with Spain, without the intervention of France, giving them almost any thing in Europe they may desire, but shewing them, at the same time, they shall, in a great measure, depend upon us, the chief maritime power, for the very possession of their Indies; and convincing them of the truth of their own old proverb, "peace with England, and war with the whole world." The conquests you have already made, have been great and glorious; but what has raised your reputation still higher, has been your temper, conduct and great humanity. To spare the individuals, when you had forced them to submit, is the true spirit of heroism; destroying the forts, and laying open their trade, is acting at the same time, with equal judgment and good-nature; but when the trade on the continent of New Spain is open, every body is equally at liberty to partake of it,
and

and I doubt France and Holland would run away with a great share of the profit of it; but had we the Havannah, this would not be the case; believe me, every body here reasons in this way, and all our hearts are bent on Cuba. I say this to you, that you may be apprised of our real sentiments; I mean the sentiments of the city of London, and the whole people, and not hear what they say only who may send you your instructions. Carthagea may follow the conquest of Cuba; but it will be difficult, if not impossible, to attack the Havannah after Carthagea. In short, (according to our manner of reasoning here) nothing can be done, on any part of the continent of New Spain, half so acceptable to every merchant in England, as taking the Havannah. Having said this, which I thought myself in friendship obliged to do, it must be left to your better judgment to act as you think proper; and all I will say further is, that your reputation is now so securely fixed, that you need have very little regard to any thing but your own judgment. You have restored the honour of your country; you have established your own; and you may despise all the efforts of your enemies (if you have any) to hurt you. Proceed with the same success as you began, and be assured, no one wishes it you with more sincerity and true friendship than,

Dear SIR,

London, Aug.

17, 1740.

Your most obedient,

humble servant,

WILLIAM PULTENEY."

The duke of Newcastle, who was then secretary of state, expressed himself as follows:

S I R,

“ HIS majesty is so fully persuaded of your zeal for his service, and of your prudence and good conduct, in taking such measures as shall the most effectually conduce thereto, that the king does not think it proper to prescribe any particular service to be undertaken by you, but leaves it entirely to your direction to act against the Spaniards, in such manner, and in such places, as shall appear to you best to answer the ends proposed by his majesty's orders to you, which were to distress and annoy the Spaniards in the most effectual manner, by taking their ships, and possessing yourself of such of their places and settlements as you should think practicable to attempt, and in convoying and protecting his majesty's subjects, in carrying on an open and advantageous trade with the Spaniards in those parts: all which his majesty doubts not but you will do, in the best manner you are able.

“ I must not conclude this letter without desiring you to accept my hearty congratulations upon the great and signal service which you have done to your king and country; and assuring you, that none of your friends can have a truer pleasure in the honour you have so deservedly acquired by it, or can more sincerely wish for a continuance of the success which has hitherto attended you, than,

S I R,

Whitehall, March
26, 1740.

Your most obedient,
Humble Servant,
HOLLES NEWCASTLE.”

The national loss sustained by the death of lord Cathcart, and the influence which that event had on the following operations in the West-Indies, have
been

been already shewn. We shall insert the following letter, because it discovers the political sentiments which so respectable a character as Mr. Pulteney adopted, and as it lays open some of the secret causes which may be supposed to have impeded our successes in the West-Indies.

S I R,

“ I T has been printed in our ministerial news papers, that you are to be called home, at your own request; but I hope the report is without foundation: methinks I would willingly have you stay some time longer where you are, and succeed in some farther enterprize before your return, for the good of your country, and to compleat your own glory. My heart, I own, has always been set upon the conquest of Cuba. Take and hold has been the maxim I have ever maintained; and had we once possession of that island, we might, I am confident, hold it, in spite and defiance of all the powers of Europe. It would have been a perpetual cheque on the Spaniards, in as much as the Havannah commands the gulph of Florida; there was a time before it was strengthened and reinforced, that I fancy you might have taken it, had you been rightly authorized, and properly supported; but I fear it is now too late to flatter ourselves with any such hopes: but could we take St. Jago, and make a settlement in that part of the island, so as to hold it, it might be of the utmost importance; and this, I hope, may be yet done, when the succours that are coming to you shall arrive. Whether some people here mean, or design any farther conquests, in the West Indies, I own seems very doubtful: *God send they may be under no unhappy engagements to the contrary!* The three thousand men from Ireland are at length sailed,
but

but they have been unaccountably delayed; and I fear their number is too small, considering the mortality in that climate, to attempt any great matters, farther than the taking St. Jago; I hope they may be sufficient to settle and protect that part of the island, if they take St. Jago, against any attempt the Spaniards can make to dispossess them. The surest sign that our ministry mean to do nothing, seems to me, the leaving the command of the army to that person who has done so ill, and between whom and you, they tell us, there is such an irreconcilable difference: surely they ought to have recalled him long ago. I take it for granted, that you have intelligence from hence of every thing that passes here, which may regard or affect yourself; but lest you should not, I will venture in general to give you some few hints, which may be of use to you; and which a sincere friend of yours, as I profess myself, ought to do. Our great men are endeavouring, I fear, all they can to abate of your popularity here, and are attempting to make the disputes, between you and the land forces, in the West Indies, a party quarrel between land and sea-officers here; wherein they think they have an evident advantage, as the land officers are much more numerous. They are trying to represent you as a warm, impracticable man; and, though they own you have done great service in what has passed, yet they say very little is to be expected from you, for the time to come, since no one can agree with you: but in spite of all they can say or do, you still are, and I hope will continue to be the favourite, I may say, the idol of the people in general; and no man was ever more beloved than yourself. I am very confident you may get the better of all these vain attempts and designs of your enemies, by a steady perseverance, that

that nothing can move, in the true interest of your country; let no accident, or even design, ruffle or alter your temper, so as to give those, who mean to hurt you, any advantage over you; pursue what you have at heart, the glory of your country, with that vigour and zeal you have ever done; but do it with that calm sedateness and complaisance, even to your false friends, as shall make it impossible for them to prejudice you. When I have said this, from the sincerity of a heart, meaning you well, I cannot but pity the situation you are in, to receive your support, from those only, who intend you no good; to have those, who should co-operate with you, tardy in every thing you can propose for the country's service: to see you surrounded by multitudes abroad, and many likewise at home, who have, in all they do, no other view, but their own fordid interest; and pursuing, of private gain, whilst you are bravely and disinterestedly pursuing, singly, the interest and honour of your country: to see you, I say, in this predicament, must make one truly concerned for you; but yet I beg you to support all these things, and even more, with temper, and make no improper complaints abroad, but reserve whatever you have to say, 'till you get home, and can support them with your own evidence and authority, and the assistance of those honest friends, who will stand by you. Let nothing that can be said, or done, or writ to you, in the least degree, slacken your zeal for the public service; but, in spite of all restraints, impediments or differences whatsoever, go on in the glorious cause of your king and country, with all the shew of friendship and unanimity that is possible, even with those very persons, you may privately have reason to differ with, and, perhaps, have the meanest opinion of their abilities: consider, it is the same good master who authorises you to act in one capacity so gloriously, for the good

of your country, that has given a commission to another person to act likewise in his station; and, for God's sake, let not your master's cause suffer, from any differences between you; at least take care to keep yourself always in the right, by the coolest and most temperate conduct.

"I must conclude my letter with wishing you, with a sincere heart, and cordial affection, all possible happiness, glory and success, and that you may return, though not yet, to your own country again, beloved by every body, as truly and affectionately as you are, by

London, Nov.

17, 1741.

Your most obedient,

Humble Servant,

WILLIAM PULTENEY."

After the conquest of Porto Bello, South-Sea stock rose considerably, notwithstanding the immense expences of the nation. It was considered as an earnest of the conquest of Spanish America. The general opinion was that nothing could stand before admiral Vernon; and when he went to besiege Carthagena, they were in so great haste to celebrate the reduction of it, that while he was raising the siege a medal was struck off in London, on one side of which was Carthagena, with this motto, "He has taken Carthagena." On the reverse was admiral Vernon with this inscription: "To the avenger of his country." There are many instances of these premature medals, which might deceive posterity, if history, which is more faithful and exact, did not prevent those errors.

At the general election for members of parliament for the city of London, which came on the 5th day of May, 1741, admiral Vernon was put in nomination, but on the final close of the poll on the 12th, he was nineteen hundred and sixty

eight

eight below Sir Robert Godschall, who had the fewest suffrages of any of the four members who were returned; and of the seven candidates the admiral stood considerably the lowest. At the same time lord Sundon and Sir Charles Wager having been nominated by the influence of the nobility and gentry for the city of Westminster, the inferior burgessees disdaining to be dictated to concerning their choice of representatives, put admiral Vernon in nomination along with Sir Charles Wager to the exclusion of lord Sundon. Thus was the absent admiral set up at one and the same time for the city of London upon the court interest, and in the city of Westminster upon the country interest: which plainly proves that party distinctions subsist more in idea than in fact, and that they are convenient appellatives which statesmen assume or lay aside as best enables them to practice upon the weaknesses and the prejudices of the people at large.

It is the duty of a biographer to represent his characters in their true and proper colours; not to varnish-over their defects, nor represent their good qualities larger than the life. On this principle it must be admitted here, that the conduct of admiral Vernon in the expedition against Carthagena was extremely exceptionable. However he might have been disgusted with general Wentworth, he ought to have stifled his resentments for the sake of promoting the common cause; but his impetuous temper hurried him into such violent sallies of passion, and he was so forward on every occasion to express his contempt for the commander of the land-forces, that it was almost impossible for an armament so directed to perform any important service. As private animosities are so apt to arise between commanders, always to the injury, and frequently to the

the ruin of the designs in which they are embarked, it cannot be too often, or too strongly enforced, how much it is the duty of every officer to whom his country has entrusted her honour and her well-being to maintain such an elevation of sentiment on all occasions, as shall make him determined to suppress all personal motives of resentment, whilst the public service requires unanimity, and the exertion of collective strength. A cool and dispassionate conduct is often the means of terminating a difference more to a man's honour, than a spirited resentment. The conduct of the earl of Marlborough to the duke of Wurtenburg, which we have before related*, greatly raised the intrinsic consequence of the former, and was the means of rendering the expedition he was engaged in successful; whereas a contrary conduct would in all probability have made it terminate in disgrace: and these volumes furnish many instances of naval commanders, who have been joined in the same service, who have nobly sacrificed their private resentments to the public good: in such situations the passions and the pride of man are very often apt to excite misunderstandings; and where an unaccommodating spirit has prevailed, a train of destructive consequences have ever ensued. But to return from this digression.

Soon after admiral Vernon returned from his West India station, many complaints were spread abroad concerning the manner in which the ships of the Royal navy were built, and heavy charges were brought against the superintendants of that department. If the admiral was not the first to start these objections, he was at least the most active in supporting them; and herein his country

* Vol. II. p. 473.

is much indebted to him, as the detection of male-practices is the first step towards reforming them. Indeed Mr. Vernon was ever assiduous, not only in discharging the duties of his own station, but in keeping a watchful eye over the conduct of others. He it was that introduced a very beneficial reform in our fleets: until then it had been customary to deliver out to the common sailors their allowance of water, and of spirits, each separately, by which a practise was introduced among the men of letting their allowance of strong liquors remain unclaimed, till a sufficient quantity became due to make them heartily drunk, when they would give a loose to their sordid appetites in a riotous carousal. The service was found to be greatly injured by this practice; the liquor which was intended as the means of keeping the men in health and spirits was found destructive of both: our admiral procured a regulation to be made, that the water and the spirit should be mixed, before it was dealt out to the crews, and in this state it bears the name of grog. Mr. Vernon ever studied the true interest of the seamen, and though he was a severe disciplinarian, yet he never lost the affection of his men. His rugged temper indeed neither procured him friends among those in power, nor the cordial good will of his brother officers, but in all state-emergencies, his superior skill and abilities occasioned him to be called forth into actual service. For these reasons he was appointed to the command in the channel, when the rebellion broke out in Scotland. In this critical juncture the admiral disposed his ships so judiciously, that he effectually blocked up the French ports; and by establishing a chain of correspondence delivered the country people along the coasts from their apprehensions of an invasion.

Whilst the vice-admiral lay in the Downs, a disagreement arose between him and the lords of the admiralty, from the former appointing a gunner to one of the ships in his squadron: this occasioned him to write the following letter to the duke of Bedford; who then presided at the board.

MY LORD DUKE,

“YOUR grace having from a nobleness of mind, and humanity of temper, becoming of your high birth, espoused the cause of an injured innocent person, and honoured with marks of your generous friendship, an officer you thought so deserving of it, so as to become his advocate, and procure his being restored to his rank in the royal navy, and employed in it accordingly, at this critical conjuncture; as a testimony of your grace’s confidence that he had judgment to execute it, and an honest zeal for approving himself a faithful, zealous, and diligent officer, and servant to our royal master. And I hope in God, as well as I sincerely believe it to be true, that this officer, in the person of your humble servant the writer, has had that just regard for the discharge of the duty confided to him through your grace’s means, that he may with confidence assert, that he has acted so circumspectly, diligently, and assiduously in the execution of that trust, as to have manifested to the world, that your grace was neither deceived in your judgment of his capacity for the service of the crown, nor his inclination to discharge his duty to our royal master, with a sincere, honest zeal, for approving himself his majesty’s faithful subject and servant, which he has had the double incitement to, of his duty to the king, and the just regard he ought to have, for justifying your grace in the good opinion you had entertained

tertained of him. As I am conscious I have done nothing ever justly to forfeit that good opinion, that engaged your grace to honour me with your patronage and friendship, I entertain too good an opinion of your grace to think I have not the continuance of it, notwithstanding the late incident of my being hunted out of my command, by the operative malice of some malicious and industrious agent, that is too well skreened over, for my being able particularly to discover him, and point out who it is; so that must remain to me a secret, till some happy providence in the course of time may more clearly discover it; not being nevertheless in my own mind doubtful; but I can trace the original cause of it, and guess pretty nearly at who may be the concealed director of it. As the pen of the secretary of the admiralty conveyed these bitter shafts that were levelled at me, I thought it right to suggest, that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive for it; from which I thought it my duty to acquit him on a gentleman-like apology in regard to his office, which I was no stranger to its being his duty to obey, and on an assurance of a good will he had always professed; and I well knew I had never given him occasion to alter the sentiments of a professed friendship for me.

“And one of the occasions taken to justify this conduct towards me, having been that I had, within the channel of England, on a ship’s service being immediately wanted for proceeding to sea, and being without a gunner, (certainly a necessary officer for her defence, and which I could not think myself justified in permitting to go to sea without) presumed, as it is called, to warrant a gunner to her, for proceeding to sea in her, as I judged it to be absolutely necessary for his majesty’s service, and the defence of the ship.

“And

“ And having now stated the fact, I shall presume to give your grace my sentiments in that particular, viz. that it is my opinion, that when the admiralty is ordered by the crown to fit out a fleet for the service of the government in the channel of England, or on foreign service, and the admiralty had commissioned them out of the sea-officers on shore, and appointed the admiral to command in chief, in pursuance of his majesty's pleasure, and the fleet were assembled together, that to support the necessary command of the officer the king had appointed; it was the government's interest that the commander in chief should name all officers that fell vacant, and has not been denied while the depending service was essential; but pretences from the admiralty, that the ships were not assembled, or not under orders; and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's service. For when the people of the fleet see their commander in chief can neither support their pretensions of merit, nor his own authority over them, they must naturally look after those who are no judges of their service, and renders the commander contemptible to the fleet. This power is known to have been absolute in the commanders in chief in the channel, and in one who has added honours to your grace's family*; and, when that power has been wanting, has, I believe, been always found prejudicial to the service of the crown, and prosperity of the kingdom.

And having given your grace the trouble of reading my sentiments in this particular, I will now proceed to declare, that it is my opinion that this is the sentiment of Sir John Norris likewise, and that your grace has most grossly been imposed upon in the assertion of Sir John Norris being of a contrary

* Russel, earl of Orford.

opinion; and I thank God that Sir John Norris is now living, who can satisfy your grace, his majesty, or the public, what are his sentiments, whenever it be thought proper to take his opinion upon it. Your grace may think I talk with much confidence of Sir John Norris's opinion at this distance, but when I inform your grace that I have served immediately under his command as a lieutenant, when he served as first captain under that brave, honest, and experienced admiral, Sir Cloudesley Shovel; that was an honour to his country and the service, and whom, I believe, no man knew that did not love and esteem him; and I have on several occasions served as captain under Sir John Norris, whom I know to be a consummately experienced and gallant sea-officer, and have lived in an uninterrupted friendship with him; your grace will not be surprized that I venture to assert what is his opinion, as well as my own; and were you to consult admiral Matthews, or Sir Chaloner Ogle, though I dont pretend to give you now my opinion in regard to them, yet I do verily believe this to be their opinion likewise; but of this it is easily in your grace's power to satisfy yourself.

"I shall now only add, that I am at present detained here, for having my baggage embarked for proceeding to Harwich in one of the armed vessels, vice-admiral Martin has been so obliging to assign me, to carry to my house on the Ipswich river.

"I propose at present being in London by Tuesday or Wednesday night; whenever it is I shall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace, and afterwards, before I set out for Suffolk, (if it has your grace's approbation) to be presented by you to pay my duty to his majesty. And the favour I shall now desire of your grace is, that your

porter may have orders from you to let me in, if such a visit be agreeable to your grace, and if not that I may be told so, not to give an unnecessary trouble to you or myself.

“ I have begun with expressing a grateful sense of the testimony of the friendship you have honoured me with, which on all events I shall ever retain, as I may say it is a sort of hereditary inclination in our family to have entertained an honour for your grace, from the memory of that glorious martyr for the liberties of his country, my lord William Russel, the memory of which has in some manner been transmitted to posterity with my father’s hand, whom I think was the draughtsman of the ducal patent in your grace’s family; and I have heard it much commended for the elegance of the stile, and the just honours done to a nobleman of so many amiable qualities, unsullied by any vices that ever I heard of.

“ That your grace may live and die as great an honour to your family, shall ever be, the sincere wishes,

My Lord Duke,
Of your Grace’s, &c.”

At the same time, and on the same occasion, he wrote a letter to Mr. Corbet, secretary to the admiralty, in which his truly independent spirit breaths out in the following passage:

“ I shall always serve my royal master with a sincere zeal for his service, and with the utmost diligence, resolution and capacity that I am capable of, and while my services are approved of, always continue them with pleasure; but if I am judged not to have a capacity for it, as by the stile of your letter seems to be insinuated, if you have thought of any one you judge more proper for it,
all

all that I desire is, that his majesty may be most effectually served, and I shall with pleasure resign any command I have to him."

The vice-admiral disgusted at the further conduct of the first lord of the admiralty, and his case being laid before the public in two anonymous pamphlets, one of which was entitled, "A Specimen of Naked Truth, &c." the other, "Some Seasonable Advice, &c." Mr. Corbet was directed to write to Mr. Vernon, to know if he was the author of those publications, to which the admiral returned no answer. Another letter was therefore written by the secretary soon after, to which the following answer was sent.

S I R,

"UPON my return to my house, on Monday your messenger brought me a letter of yours, of the 4th instant, which, on perusal, I cannot conceive, even your long experience can ever have furnished any precedent for a letter of so extraordinary a nature. Whenever their lordships think my attendance on them necessary, for his majesty's service, as I know it is my duty to pay a ready attendance on their orders for my doing so, I shall not fail to do it whenever they appoint it.

"I thank God I have hitherto discharged my duty to the crown, in every station I have been called to serve in, with a diligent care and attention to his majesty's service, as was my duty; and as I have ever looked upon it, of every one in his majesty's service, in their respective stations, and hope I have carefully kept clear of intermixing any private passions of mine with the public service.

I am S I R,

Yours, &c.

EDWARD VERNON."

April 8, 1740.

VOL. IV.

P p p

Upon

Upon Admiral Vernon's coming from the house of commons the next day, a messenger met him at the door, and told him he had a message to him from the admiralty board, to attend them at their office, at seven o'clock, which he accordingly did.

Upon his coming in, when sent for, after having waited without a considerable time, the first commissioner told him, 'That they were the admiralty board, that in them was vested the full power of the lord high admiral; and that he, as the first in the commission, was the head of that board, and the mouth of it; and that what he should say to him was the sense of the whole board, and, therefore, desired he would give diligent attention to it; and that they would have him give a direct answer to what they should require of him; and that he should attentively hear what he had to say, and not interrupt him. His discourse then rolled upon two pamphlets he had upon the table before him, which he read the titles of, being, "A Specimen of Naked Truth, &c." "And Some Seasonable Advice, &c." and exclaimed much against them; and mentioned two letters their secretary had wrote to him, by their order, to know from him, whether he was the author or publisher of them, and expressed himself surprised and dissatisfied with a letter of admiral Vernon's he had before him, in answer to the secretary, and no answer to the question they had directed to be asked; but that they expected now a categorical answer, and that he should say, Aye, or No, whether he was the author or publisher of those pamphlets.'

When he was called upon to answer, he said, 'He was very well apprized that in them was vested the full authority of the lord high admiral; and that, as a military officer under them, he owed all obedience to all their orders, as he should always think

it

it his duty to do all their military orders, while he continued an officer in the public service; and that he thought he was right, in hinting in his letter to the secretary, that he believed no military officer, of his rank, had ever been treated in the manner he had been, within the term of his long experience: that for all questions that should be asked, relative to his duty, or experience, as an officer, he should answer to the best of his judgment; but as to the question now asked, as he looked upon it to be of a private nature, that he apprehended they had no right to ask him that question, and that he was under no obligations of answering it; but had the common privilege that was due to every British subject; and that if his continuing an officer in the service was an eye-sore to any one, that he was now grown to be an old man, and had reason to be tired with being treated in so contemptuous a manner.

Upon which, the first commissioner said, 'If he would give them no other answer to the question, he might withdraw, and they knew what they had to do.' Which, with his obeisance, he did accordingly.

Soon after this interview he received the following letter from the secretary of the admiralty;

S I R,

"I AM commanded, by my lords commissioners of the admiralty, to inform you, that the several matters which have passed between their lordships and yourself, with relation to two pamphlets, entitled, "A Specimen of Naked Truth, from a British Sailor;" and, "Some Seasonable Advice from an Honest Sailor, to whom it might have concerned, for the service of the crown and country;" having been laid, by his grace the duke of Bedford, before

the king, his majesty has been pleased to direct their lordships to strike your name out of the list of flag officers.

Admiralty-office,
April 11, 1746.

I am SIR,
Your most humble serv.
T. C."

This weather-beaten seaman then retired from all public business, except attending his duty in the house of commons, as member of parliament for Ipswich in Suffolk, which he had still the interest to retain. And in every debate relating to the sea-service spoke his mind with that candour and integrity which became an honest man, and a sincere friend to his country. In his senatorial capacity, he was a bold and animated speaker, was heard with attention, and his opinion received with great deference by the house.

He enjoyed a very good state of health, both in London, and at his country seat at Naughton; he was indeed lame, but his constitution little impaired; so that the sickness which put a period to his life was sudden and unexpected. He was perfectly well on Friday the 28th of October, 1757; but about two the next morning, he waked out of his sleep, and complained of a heaviness at his heart; a physician was immediately sent for, but too late, the pain increasing with such violence, that he breathed his last in the arms of a servant, about three minutes before the physician arrived.

Thus died one of the most accomplished sea-officers of the British navy. He had enjoyed frequent opportunities of learning the business of a seaman, and of being well acquainted with the principal ports of Europe and America. Nor did he ever omit to improve any opportunity that offered to render himself more capable of serving his country.

His

His courage was remarkable, but always guided by prudence and discretion, so that in the heat of action he maintained a surprizing equanimity and presence of mind. His private virtues were equal to his public; he was an indulgent husband, a kind master, and a liberal benefactor to the poor: a demonstrative proof that courage is not incompatible with humanity, nor bravery with a heart that commiserates the afflictions of the indigent.

The reader by this time has perhaps formed some judgment concerning what were the excellencies and defects which predominated in the temperament of this eminent seaman; the following contrasted characters of him, which were written at the time when his conduct drew the general attention of the nation, and when the people were greatly divided in their opinions concerning him, may serve farther to illustrate this matter.

‘Mr. Vernon was early in the service of his country, through the interest of his father, who had been secretary of state. He was always esteemed a brave and gallant officer, but too austere in his manners to win love, and too fastidious in his temper to court favour. In the house of commons he had sometimes spoken with an eloquence suited to those qualities. He had never obtained a flag, if he had not been thought the most proper man in the kingdom for the service then wanted. His behaviour at the beginning of the Spanish war, made him the idol of the people: but haughtiness and severity to those under him, want of condescension to those above him, and a sort of pre-eminence assumed over his equals, occasioned him to give some kind of disgust to all with whom he had any concern. He would have been the first admiral of the age, if his opinion of his own merit had not out-run that of the public, and if this opinion had not tinctured all his thoughts

thoughts and actions with a contempt of other men. In a word, something of the seaman might have been spared, in order to finish the gentleman; something of the master, in order to qualify the servant; something of the self-sufficient, in order to make all mankind acknowledge the real sufficiency.'

A Contrast to the foregoing Character.

'Mr. Vernon was early in the service of his country, from his own natural inclination, and the concurrence of his father, who had been secretary of state. He ever approved himself a brave and gallant officer, but was of manners too austere to win the love of a people degenerated into a Persian effeminacy; and too tenacious of the dignity of human nature, as well as the common right of all men to censure or commend, to be mean enough to court favour wherever he found power. In the house of commons he had spoken with an eloquence suited to a certain old obsolete honesty, long since departed from his country. He had never obtained a flag, if he had not been the only man in the kingdom capable of the service then wanted. His behaviour at the beginning of the Spanish war, justly made him the idol of the people: but it was his misfortune to be introduced to the command of a fleet, when the worst morals, the most flagitious lives, and the most consummate ignorance were not thought any disqualification of officers serving under him. An almost universal licentiousness had spread through and infected the whole fleet, and the cure of this formidable evil, by a necessary severity of discipline to those under him, a laudable assertion of his country's and fellow-subjects interests to those above him, and a proper and just sufficiency assumed, from his own steady integrity, towards his equals, occasioned him, in this deluge of corruption, to
give



Pollard sc.

Monument of Admiral Vernon in Westminster Abbey.
who died A.D. 1757. Aged 73 Years.

give some disgust to many with whom he was concerned. He would have been the first admiral of the age, if that age had understood true merit; or if the public good had not been universally sacrificed to private and particular interests: nor would he have missed the plaudit of all, if the purchase of it from a few had not been too dear to be attempted. In a word, could he have dropt something of the honest man, in order to finish the fine gentleman; something of the patriot, in order to adopt the courtier; something of the steady, zealous, indefatigable officer, in order to be the servile, cringing, submissive instrument, he might have rose the phoenix of a corrupt degenerate age.

An elegant monument is erected to his memory in Westminster Abbey with the following inscription:

As a memorial of his own gratitude and of the virtues of his benefactor, this monument was erected by his nephew Francis lord Orwell in the year 1763.

Sacred to the memory
of

EDWARD VERNON,
Admiral of the white Squadron
Of the British fleet.

He was the second son of James Vernon,
Who was secretary of state to king William III.
And whose abilities and integrity
Were equally conspicuous.

In his youth he served under the admirals Shovel
and Rooke;

By their example he learned to conquer:
By his own merit he rose to command.

In the war with Spain in MDCCXXXIX

He took the fort of Porto Bello
With six ships;

A force

A force which was thought unequal to the attempt :

For this he received

The thanks of both houses of parliament.

He subdued Chagre and Carthagena ;

Conquered as far as naval force could carry victory.

After these services he retired,

Without place or title,

From the exercises of public,

To the enjoyment of private

Virtue :

The testimony of a good conscience was his reward ;

The love and esteem of all good men

His Glory.

In battle, though he was calm he was active ;

And though intrepid prudent ;

Successful yet not ostentatious,

Ascribing the glory to God ;

In the senate he was disinterested, vigilant and steady.

On the sixteenth day of October, MDCCLVII,

He died as he had lived,

The friend of man, the lover of his country,

The father of the poor ;

Aged LXXIII.

Michael Rysbrack,

Inv. et Sculpt. 1763.



END OF THE FOURTH VOLUME.

